

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office - JUN 1949)
 of writing Report. 28.5.49. When handed in at Local Office. 28.5.49. Port of Southampton
 in Survey held at Southampton Date. First Survey 4.5.49 Last Survey 10.5.49
 on the Machinery of the Wood, Iron or Steel SS. ISLE OF GUERNSEY (No. of Visits 4)

Gross 2152 Vessel built at Dumbarton By whom Wm. Denny Bros Ltd. Year. Month. 1930
 Net 834 Engines made at Dumbarton By whom Wm. Denny Bros Ltd. When 1930
 Main Boilers 3 Boilers, when made (Main) 1930 (Donkey)
 Owners British Transport Commission Owners' Address As recorded
 Managers British Transport Commission Port Southampton Voyage English Channel Service
 If Surveyed Afloat or in Dry Dock Placed in 4° 4 D.D. & Afloat
 (State name of Dock.) at Berth 4° 3. St. On Docks.

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Damage.
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 CHARACTER. (Classification Contemplated for restricted service)
 Date of last Survey and of Periodical Survey. _____
 Years assigned now expired. _____
 Machinery and Boiler Surveys (including date of N.E., if any) _____

Age cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined Not required.

Damage report made by anyone else? If so, by whom? _____
 Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ☒

Donkey " ☒ " ☒ " ☒
 State for what reasons _____ What parts of the Boilers could not be thus thoroughly examined? ☒

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ☒
 Last date of internal examination of each boiler _____

Surveyor examine the Safety Valves of the Main Boilers? ☒ Present condition of funnel(s) Good
 To what pressure were they afterwards adjusted under steam? ☒

Surveyor examine the Safety Valves of the Donkey Boilers? ☒ To what pressure were they afterwards adjusted under steam? ☒
 Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ☒ and of the Donkey Boilers? ☒

Surveyor examine the drain plugs of the Main Boilers? ☒ and of the Donkey Boilers? ☒
 Surveyor examine all the mountings of the Main Boilers? ☒ and of the Donkey Boilers? ☒

Screw shaft now been drawn and examined? Stbd. Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? No
 Has the shaft now fitted been previously used? ☒ Has it a continuous liner? ☒

Approved oil retaining appliance fitted at the after end? ☒ State date of examination of Screw Shaft Stbd. Shaft. 4.5.49 State the wear down in the _____
 Is electric light and/or power fitted? ☒ If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ☒

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ☒
 Engine parts, when referred to by numbers, should be counted from forward. _____

By is not complete, state what arrangements have been made for its completion and what remains to be done Complete.
Request of the Chief Superintendent, attended on board the vessel as she lay placed in 4° 4 D.D.

the 4th May 1949 and subsequently, on account of damage stated to have been sustained to
Starboard Propeller, through the Propeller coming in contact with the Jersey Buoy, placed in
Outer Dock, Southampton, on the 15th April 1949.

done:- Vessel placed in Dry Dock. The propellers, after ends of stern bushes, and the
side fastenings of sea connections examined. Propeller shafts worn down measured and
found to be as stated. Upon examination of Propellers, the Starboard Propeller was found to
be damaged. The Blades were serrated, bent in way of tips and an area of approximately
square inches was missing from the tip of one blade. The Propeller shaft was withdrawn
board and examined. The R.B. compound with which the shaft was coated between the
forward & after liners was found to be loose and fractured. The lignum-vital bush in way of the
forward end was found to be burned. Repairs. Now done:- The Propeller shaft cleared, expanded
tested for alignment by means of a clock gauge, and found satisfactory. The shaft was recoated.
P.T.O.

Observations, Opinion, and Recommendation: The machinery of this vessel as now seen is
in good and safe working condition and is eligible in my opinion to remain as
previously recommended and to have the notation Starboard Tail Shaft seen

State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, ES 11, EMS 11, LMC 11 or LMC 146 lb., FD, &c.)

Is a Certificate required? If so, to be sent to _____

per Section 29) _____
 Damage or Repair Fee (if any) _____
 Expenses (if chargeable) _____

Received by me, _____
 19 _____

Engineer Surveyor to Lloyd's Register of Shipping.

Signature of Surveyor: G. M. Macdonald
 Date: 29 JUL 1949

Deferred for Comp. M.S.
 but: Stbd. S. 5.49

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S.S. ISLE OF GUERNSEY. contd.

with R.B. Compound between the Forward and after lines. The Forward Stern Bush re. wood. (Top & bottom) and the bottom half of the After stern bush was rewooded, and the Spare Propeller (Bronze 3 Bladed) was fitted.

G. M. Macdonald.



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