

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

(Received at London Office 16 MAR 1949)

of writing Report 14.3.1949 When handed in at Local Office 14.3.1949 Port of Southampton

Survey held at Southampton Date First Survey 6.1.49 Last Survey 24.1.1949 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel IN S.T.S ISLE OF GUERNSEY.

Gross 2152.33 Vessel built at Dumbarton By whom W. Denny Bros Ltd. When 1930. Month.

Net 834.42 Engines made at Dumbarton By whom W. Denny Bros Ltd. When 1930.

540 N.H.P. Boilers, when made (Main) 1930 (Donkey) ✓

Owners British Transport Commission Owners' Address \_\_\_\_\_

Managers \_\_\_\_\_ (if not already recorded in Appendix to Register Book.)

Port Southampton Voyage English Channel Service

If Surveyed Afloat or in Dry Dock Placed in No. 4 D.D. Afloat. (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years elapsed now expired.	Machinery and Boiler Surveys (Including date of N.B., if any)
Classification Contemplated.		

Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) Docking L.M.C + B.S.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of any letters respecting this case.

In 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? Yes

Donkey " " " " Yes

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 or to assure himself of the thorough efficiency of those parts of each Boiler? Yes

Latest date of internal examination of each boiler 18-1-49.

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? Yes

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes

Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

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

Shaft now been changed? Yes If so, state reasons \_\_\_\_\_ Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft \_\_\_\_\_ State the wear down in the shaft P. 131 S. 115

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 to aft. If the survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the Survey, Port Turbine, Gearing, Thrust, Port and Starboard Propeller Shafts, Emergency Diesel-Electric Generator Engine to be examined also Electrical Installation to be examined and Megger tested. Port Main Circulating Pump to be opened up and examined done. Docking. Vessel placed in Dry Dock. The propellers, after ends of stern bushes and the inside and outside fastenings of sea connections examined, and found in order. Propeller Shafts, wear down measured and found to be as stated. All sea cock and valves opened up, examined, ground and repacked.

M.C. Main Engines. Starboard HP & LP Turbines opened up, examined and found or now placed in good order, including, Top and Bottom halves of Casings, Rotors, Blading, Rotor Journals, Thrusts and Bearings. Gearing, Michell Thrust. Intermediate Shaft Journals and Bearings. Port Turbine Intermediate Shaft Journals and Bearings also examined. Port and Starboard Condensers opened up, cleaned, examined Continued.

Observations, Opinion, and Recommendation: The machinery of this vessel so far as now

is in a good and safe working condition and is eligible in our opinion for the record of Classification Contemplated and the notation L.M.C. when the Survey has been completed: Subject to End Plates of Forward & After Boilers (E.W. rivets) being specially examined at next Boiler Survey.

(per Section 29) £ \_\_\_\_\_ Fees applied for \_\_\_\_\_

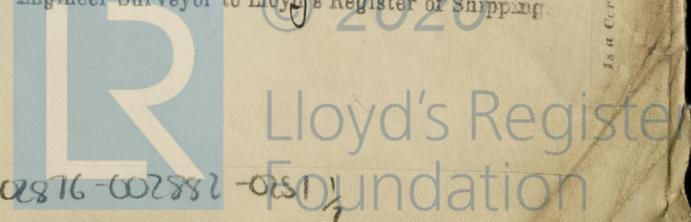
Usage or Repair Fee (if any) £ \_\_\_\_\_ Received by me, \_\_\_\_\_

Expenses (if chargeable) £ \_\_\_\_\_

Surveyor's Minute FRI. 6 MAY 1949

B.S. 1. 49 (200 lb)

G.M. Macdonald + J.A. Botes  
Engineer Surveyor to Lloyd's Register of Shipping



Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to \_\_\_\_\_

ISLE OF GUERNSEY.

and tested. Auxiliary Machinery. The following units were opened up, examined and found or now placed in good order. Starboard Air Pump. Port and Starboard Feed Pumps, Inboard & Outboard General Service Pumps (S.S.F.) 2 Hydraulic Pumps P.S.F. (For operating Watertight Doors) 3 Lubricating Oil Pumps. (Engine room aft) Drysdale Emergency Bilge Pump (P.S.A). Stakehold For S.S. General Service Pump and Bilge Pump. Forward & After Oil Burning Installations, including, Oil Fuel Pumps, Oil Heaters (cleaned & tested) Valves, cocks, pipes, and Burners. Fire extinguishing apparatus (Steam & Foamite) examined. Steering Engine completely opened up and examined. (Brown's Steam Lifter) repairs of minor nature effected.

Windlass completely opened up and examined. Steam Cylinder Block, Pistons, Rods, Valves, Valve Rods renewed at this time.

B.S. Forward, Centre and After Boilers opened up and examined internally and externally. Manholes, manhole doors and their fastenings examined. All Mountings opened up, examined ground and repacked.

Upon internal examination of Forward and After Boilers the end plates were found to be affected by grooving in way of the flange radii in way of the low furnaces. Repairs. The defective parts were cut out and repaired by means of electric welding process.

It is recommended that the Forward & After Boilers be specially examined in way of the End Plate Flange radii at the next Boiler Survey. The Boilers were afterwards examined under steam and Safety Valves adjusted to pressure as stated.

Note. The Starboard Side Main Circulating Pump and the Port and Starboard 60KW. Dynamo Engines were also completely opened up and examined and repairs of minor nature effected at this time. Sanitary Pump (S.S.) & Fresh Water Pump (P.S.) opened up & examined. To complete the Boiler Survey, Scantlings to be checked with Drawings.

G. M. Macdonald.



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