

Received at London Office

19 MAY 1950

90 on the T.S.S. "ISLE OF GUERNSEY" Tons (Gross 2152 (Net 934

at DUMFARTON By whom built W<sup>M</sup> DENNY & BROS. LTD. Yard No. - When built 1930

nes made at DUMFARTON By whom made W<sup>r</sup> DENNY & BRUS LTD Engine No. 1930 When made 1930

Made at DUNBAR TON By whom made J. J. J.  
Horse Power at Full Power 5400 Owners BRITISH TELEPORT COMMISSION Port belonging to SOUTHAMPTON

Horse Power as per Rule 928 MN Is Refrigerating Machinery fitted for cargo purposes..... Is Electric Light fitted YES

For which Vessel is intended.....

AM TURBINE ENGINES, &c.—Description of Engines. *STEAM TURBINE, SINGLE REDUCTION, GEARED*

of Turbines Ahead 4 Direct coupled, single reduction geared to 2 propelling shafts. No. of primary pinions to each set of reduction gearing... 2  
Astern 2

(coupled to) Alternating Current Generator \_\_\_\_\_ phase \_\_\_\_\_ periods per second, rated \_\_\_\_\_ Kilowatts \_\_\_\_\_ Volts at \_\_\_\_\_ revolutions per minute  
Direct Current Generator \_\_\_\_\_

supplying power for driving.....Propelling Motors, Type.....  
 Volts at ..... revolutions per minute. ~~Direct coupled, single or double~~ reduction geared to.....**2**.....propelling shaft

RRINE	IP	IP	ASTERN.
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DATE LOADING.	H.P.	I.P.	L.P.	HP.	LP.
				3	2

No. of rows	2	1	5	1	5
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[illegible]

stage ..... 6 ..... 3-34 3-35 ~ 5-231 ✓  
HP 2800 1st production wheel

Horse Power at each turbine  $\left\{ \begin{array}{l} H.P. \dots\dots\dots \\ I.P. \dots\dots\dots \end{array} \right.$   $\left\{ \begin{array}{l} \text{Revolutions per minute, at full power, of each Turbine Shaft} \\ I.P. \dots\dots\dots \end{array} \right.$   $\left\{ \begin{array}{l} H.P. \dots\dots\dots \text{1st reduction wheel} \\ I.P. \dots\dots\dots \\ I.P. \text{2630} \checkmark \text{main shaft} \dots\dots\dots 255 \checkmark \end{array} \right.$

(H.P. 5 1/4" Pitch Circle HD 1st pinion 6.64" 1st reduction wheel \_\_\_\_\_ Width of 1st reduction wheel \_\_\_\_\_)

or Shaft diameter at journals I.P. 6" Pitch Circle Diameter L.P. 7.07 2nd pinion 72-84" 1st pinion 9" 1st reduction wheel -

ance between centres of pinion and wheel faces and the centre of the adjacent bearings

Pinion Shafts, diameter at bearings

External	1st	5 1/2"	2nd	-	diameter at bottom of pinion teeth
Internal	1st	-	2nd	-	

Generator Shaft, diameter at bearings.....

Propelling Motor Shaft, diameter at bearings (main 10" diameter at collars 9 1/2")  
 as per rule 93 APPD  
 Thrust Shaft, diameter at collars (main 9 7/8" diameter at bearings 9 1/2")  
 as per rule 93 APPD

Intermediate Shafts, diameter as fitted 8 7/8" ✓  
as per rule \_\_\_\_\_ Shaft diameter as per rule AS APP<sup>d</sup> ✓ Is the \_\_\_\_\_ shaft fitted with a continuous liner \_\_\_\_\_

Is the after end of the liner made watertight in the

Size Liners, thickness in way of bushes..... 5/8" Thickness between bushes..... as fitted.....

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner..... YES

the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive.....

If so, state type \_\_\_\_\_ Length of Bearing in Stern Bush next to and supporting propeller... 3'10"

peller, diameter 8'6" Pitch 9'6" No. of Bades 3 State whether Moveable NO Total Developed Surface 27 square ft.  
 Can the H.P. Turbines exhaust direct to the L.P. Turbine NO Can the H.P. ~~and~~ Turbines exhaust direct to the

No. of Turbines fitted with astern wheels 2 Feed Pumps 2 No. and size 2 WEIRS - 7,500 GPH each.  
How driven STEAM

No. and size 2-13000 GPH ; 1-9500 GPH ; 1 EMERGENCY 13500 GPH  
STM. DUPLEX STM. DUPLEX ELECTRIC SUBMERSIBLE.

last Pumps, No. and size 2-13400 GPH 1-12500 GPH Lubricating Oil Pumps, including Spare Pump, No. and size 3-5,800 GPH ea

two independent means arranged for circulating water through the Oil Cooler **yes** Suctions connected both to Main Budge Pumps and to the  
 1-3" TO COFFER DAM 2-3" FORD STONEHOLD 1-4"  
 2-3" IN EX 2 IN EX 4" (DIRECT) 2-3" AFT STONEHOLD 1-4" In Pump Room

Holds, &c. 9-3\*

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes..... **YES**

Are they fitted with Valves or Cocks..... **BOTH**

Are all **Sea Connections** fitted direct on the skin of the ship.....**YES**  
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates.....**YES** Are the Overboard Discharges above or below the deep water level.....**YES** Are the Blow Off Cocks fitted with a spigot and b

e. BELDEN Are they each fitted with a Discharge Valve always accessible on the plating of the vessel? YES Are the Bunkers NO  
joining plate YES What pipes pass through the bunkers? NO How are they protected? NO

Have they been tested as per rule.....

What pipes pass through the deep tanks.....

in connection with the machinery and all boiler mountings accessible at all times..... **YES**

the arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces.

aces, or from one compartment to another. YES Is the Shaft Tunnel watertight. YES Is it fitted with a watertight door. YES

(Total for record 2) Total Heating Surface of Boilers. 10,350 sq. ft.

Forced Draft fitted YES No, and Description of Boilers 3 MULTITUBULAR Working Pressure 200 LBS

a Report on Main Boilers now forwarded? YES

1



Is ☒ a Donkey Boiler fitted? NO If so, is a report now forwarded? -  
☒ an Auxiliary  
Is the donkey boiler intended to be used for domestic purposes only. -  
Plans. Are approved plans forwarded herewith for Shafting YES Main Boilers YES Auxiliary Boilers - Donkey Boilers -  
(If not, state date of approval)  
Superheaters - General Pumping Arrangements YES Oil Fuel Burning Arrangements YES  
Geared turbines situated aft. Have torsional vibration characteristics of system been approved - Date of approval -

SPARE GEAR.

Has the spare gear required by the Rules been supplied. YES  
State the principal additional spare gear supplied.

The foregoing is a correct description,

Manufacture

Dates of Survey while building { During progress of work in shops - - }  
{ During erection on board vessel - - }  
Total No. of visits  
Dates of Examination of principal parts—Casings - Rotors - Blading - Gearing -  
Wheel shaft - Thrust shaft - Intermediate shafts - Tube shaft - Screw shaft -  
Propeller - Stern tube - Engine and boiler seatings - Engine holding down bolts -  
Completion of fitting sea connections - Completion of pumping arrangements - Boilers fixed - Engines tried under steam -  
Main boiler safety valves adjusted - Thickness of adjusting washers -  
Rotor shaft, Material and tensile strength - Identification Mark -  
Flexible Pinion Shaft, Material and tensile strength - Identification Mark -  
Pinion shaft, Material and tensile strength - Identification Mark -

; Chemical analysis

If Pinion Shafts are made of special steel state date of approval of chemical analysis, physical properties and heat treatment  
1st Reduction Wheel Shaft, Material and tensile strength - Identification Mark -  
Wheel shaft, Material - Identification Mark - Thrust shaft, Material - Identification Mark -  
Intermediate shafts, Material Steel Identification Marks - Tube shaft, Material - Identification Marks -  
Screw shaft, Material - Identification Marks - Steam Pipes, Material - Test pressure -  
Date of test - Is an installation fitted for burning oil fuel YES

Is the flash point of the oil to be used over 150°F YES Have the requirements of the Rules for the use of oil as fuel been complied with YES  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo - If so, have the requirements of the Rules been complied with -  
If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with -  
Is this machinery a duplicate of a previous case YES If so, state name of vessel ISLE OF JERSEY

General Remarks. (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel, which has not been constructed under the Special Survey, has now been completely dismantled & examined, & the material & workmanship appears to be satisfactory. In my opinion the machinery is eligible to be classed with this Society, & to have notation of LMC 1,99 & numeral of 253,50; TS 2,60

The amount of Entry Fee ... £ : : When applied for.  
Special ... £ : : 19  
Donkey Boiler Fee ... £ : : When received  
Travelling Expenses (if any) £ : : 19

TUES. 13 JUN 1950

(The Committee's Minute)

Assigned

*Robert H. Strickland*  
Engineer Surveyor to Lloyd's Register of Shipping.



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