

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

(Received at London Office 19 MAY 1950)

Date of writing Report 17th MAY 1950 When handed in at Local Office 17th MAY 1950 Port of SOUTHAMPTON

No. in Survey held at SOUTHAMPTON Date First Survey 30th MARCH Last Survey 20th APRIL 1950

13484 on the Machinery of the Wood, Iron or Steel T.S.T.S. ISLE OF SAERK

Tonnage { Gross 2100 Vessel built at DUMBARTON By whom W. DENNY & BROS. L^d When 1932
 Net 821 Engines made at DUMBARTON By whom W. DENNY & BROS. L^d When 1932
 Nominal 1086 MN Boilers, when made (Main) 1932 (Donkey) 1932
 Horse Power
 No. of Main Boilers 2 W.T. Owners BRITISH TRANSPORT COMMISSION Owners' Address
 No. of Donkey Boilers 1 Managers (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 250 lbs. Port SOUTHAMPTON Voyage
 in Donkey Boilers 250 lbs. if Surveyed Afloat or in Dry Dock ADJUT N^o 3 BERTH & N^o 3 D.D. (State name of Dock.)

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.E., if any)
A.I. WITH REPAIRS	3, 49	B.S. 5, 49
SS. SOL. - 3, 49		P.N. 4, 49
<i>(Classification contemplated for channel service ship, but not suitable for Great Britain hunting ports (Portsmouth, Swan & Harwich). Notes per oil fuel.</i>		

Last Report No. Port

Particulars of Examination and Repairs (if any) PART CLASSIFICATION. PART T.S. DRIVING. Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in 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 summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage 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

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YES

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? YES

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

What 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?

State latest date of internal examination of each boiler. 3. 4. 50. Present condition of funnel(s) BRICK

Did the Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? 250 lbs

Did the Surveyor examine the Safety Valves of the Donkey Boilers? YES To what pressure were they afterwards adjusted under steam? 250 lbs

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

Did the Surveyor examine the drain plugs of the Main Boilers? YES, and of the Donkey Boilers? YES

Did the Surveyor examine all the mountings of the Main Boilers? YES, and of the Donkey Boilers? YES

Has the screw shaft now been drawn and examined? YES, ONLY Has it a continuous liner? NO Is an approved oil retaining appliance fitted at the after end? NO

Has the shaft now been changed? NO If so, state reasons. Has the shaft now fitted been previously used? YES Has it a continuous liner? YES

Is an approved oil retaining appliance fitted at the after end? YES State date of examination of Screw Shaft 12. 4. 50 State the wear down in the stern bush 1/16" Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NO

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? NO

Engine parts, when referred to by numbers, should be counted from forward. To complete L.M.C. :-

The steel main generator, port emergency diesel generator, outboard hydraulic pump, B.S. bilge pump, steam pipes over 3" bore & electrical installation; the aux. mach. to be opened up and examined in its entirety, the steam pipes to examine and test and the electrical installation to examine and suggest test to Rule requirements. The Donkey state that these items will be dealt with at the next winter refit except steam pipe test which is not due till 5, 52. for M.O.T. requirements and it is proposed to deal with this item at that time.

Working now done:- vessel in drydock, steel screwshaft withdrawn, propellers, steel screwshaft and stemrubb, after end of port stemrubb examined, sea connections opened up and examined together with their outside fastenings, all found or placed in good order. Went down as above. The following main and auxiliary machinery parts opened up and examined in their entirety. Main Engines. Now done:- steel H.P. & L.P. turbines including casings, rotors, journals with their bearings, steel thrust and thrustshaft, steel main gears including pinions, gear wheel, journals and bearings, steel intermediate shafting with its pinions and bearings.

General Observations, Opinion, and Recommendation:-

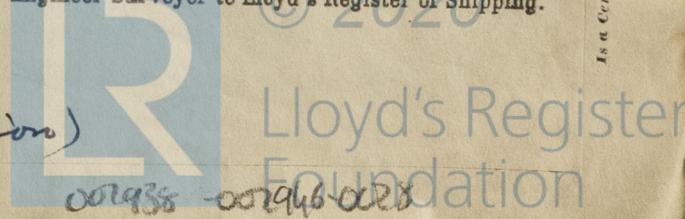
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, ES 9,11, B&MS 9,11 LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel as now seen is in a good and safe working condition and is eligible in my opinion to be classed with the Society with record of L.M.C. with date, on completion of the survey, B.S. 4, 50 now, T.S. S. 4, 50 now and class contemplated.

Survey Fee (per Section 29) PART CLASSIFICATION 30: 0: 0. Fees applied for 18/5/1950
 Special Damage or Repair Fee (if any) £ 2: 0: 0.
 Travelling expenses (if chargeable) £ 10: 0: 0. Received by me, B. A. Lamb
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 16 JUN 1950

Assigned B.S. 4.50 (LMC 5.49) (on completion) Sln 5 4.50



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

Auxiliary Machinery. Now done:- stbd. main and aux feed pumps, stbd. circulating pump, stbd. air pump, centre and stbd. lub. oil pumps, inboard hydraulic door pumps, emergency bilge pump, port and stbd. general service pumps, port generator engine, stbd. emergency diesel generator, steering engine, windlass. The port and stbd. main condensers and auxiliary condensers opened up and examined under hydraulic test.

All the foregoing machinery parts found or placed in good order.

M.B.S. Now done:- The main boilers opened up and examined in their entirety together with their safety valves and principal mountings, manhole doors and their fastenings, all found or placed in good order. The boilers examined under steam and their safety valves adjusted to 250 lbs/sq".

D.B.S. Now done:- The donkey boiler opened up and examined in its entirety together with its safety valves and principal mountings, manhole doors and their fastenings, all found or placed in good order. The boiler examined under steam and its safety valves adjusted to 250 lbs/sq".

The oil fuel burning installation and steam smothering apparatus examined under working conditions and found to be satisfactory.

Weld and tear repairs. Now done:- Four defective stays removed in the port wing C.C. back plate of the donkey boiler.

S.R.L. Examine stbd. screw shaft by 3,50 (12 months limit). The stbd. screw shaft specially examined at this time and found to continue efficient and it is recommended that this item be now deleted from the S.R.L.

The First Entry Report is in the process of being completed and will be forwarded shortly, i.e. within a week.

L. N. Lamb



© 2020

Lloyd's Register
Foundation