

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
Reg. Book. 13484 on the Machinery of the Wood, Iron or Steel T.S.T.S. ISLE OF SAKE.

Year. Month.

Tonnage { Gross 2100 Vessel built at DUMBARTON. By whom W. DENNY & BROS. L^{td} When 1932.
Net 821. Engines made at DUMBARTON. By whom W. DENNY & BROS. L^{td} When 1932.

Nominal 1086 MN Boilers, when made (Main) 1932. (Donkey) 1932.

No. of Main Boilers 2 W.T. Owners BRITISH TRANSPORT COMMISSION Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Port SOUTHAMPTON. VoyageSteam Pressure in Main Boilers 250 lb. If Surveyed Afloat or in Dry Dock Afloat N^o 3 BERTH & N^o 3 D. (State name of Dock.)
in Donkey Boilers 250 lb.

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

Last Report No. Port

Particulars of Examination and Repairs (if any) PART CLASSIFICATION. PART T.S. DRIVING. B.S.

Periodical Surveys, when held, must be reported in detail and variation 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

" " Donkey " " " " 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) EXHAUST.

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

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

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 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 aux. mach. to be examined and tested and the electrical installation to examine and suggest that to Rule requirements.]

The Owners 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 stembrake, after end of port stembrake examined, sea connections opened up and examined together with their outside fastenings, all found 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 thrust shaft, 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. 5. 4. 50 now and class contemplated.

Survey Fee (per Section 29) 30. 0. 0. Fees applied for 18/5/1950.

Special Damage or Repair Fee (if any) 10. 0. 0. Received by me, 19

Travelling expenses (if chargeable) £ : : £ : :

Committee's Minute FRI. 16 JUN 1950

Assigned B.S. 4.50 { (LMCS. 49) (on completion)

Sms 4.50

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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 condenser 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. in.

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. in.

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

Wear 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.

C. N. Lamb



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