

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 20 JUL 1952)

Date of writing Report 26th May 1952 When handed in at Local Office 19/6/1952 Port of Baltimore, Maryland

No. in Reg. Book 13779 Survey held at Baltimore, Maryland Date, First Survey 9th May Last Survey 21st May 1952

90418 on the Machinery of the Wood, Iron or Steel S. S. "ISLANDSIDE" on Catherine M.S. (No. of Visits 6)

Tonnage { Gross 7115 Net 4421 Vessel built at Vancouver B.C. By whom Burrard D.D.Co. Ltd. Year. Month 1944 6

Nominal Horse Power 628MN Engines made at Montreal By whom Dominion Engineering Works Ltd. When 1944

No. of Main Boilers 2WTB Owners Andros Shipping Co. Ltd. Owners' Address Delfin via New S.A.

No. of Donkey Boilers - Managers Atlantic Shipping Agencies Port Montreal Panama Voyage

Steam Pressure in Main Boilers 250 lb If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers - (State name of Dock.) Beth. Key Highway

Last Report No. - Port -

Particulars of Examination and Repairs (if any) *LMC (MS) & TS

(Periodical Surveys, when held, must be reported in detail and seriatim 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? no

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

If this was not done, state for what reasons? BS stated carried out London 11.51

And what parts of the Boilers could not be thus thoroughly examined? -

Also 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 - Present condition of funnel good

Did the Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

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

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

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

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? no If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State date of examination of Screw Shaft 16th May State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft rewooded

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done -

With vessel on drydock, propeller, stern bearing and outside fastenings examined, four or placed in good condition.

Tailshaft drawn, examined, found in good condition, stern bearing rewooded.

Sea valves opened, cleaned, examined, found or placed in good condition.

*LMC Machinery Survey:- Main engine cylinders, pistons, valves and chests, piston rods, cross-heads, top ends, guides, bottom end bearings, crankshaft, thrust and line shafts with bearings, pads and thrust block. Main steam pipes tested, main air pump, main circ. pump with its engine, ballast and gen. service pumps, feed, oil service and fuel transfer pumps and pumping arrangements examined.

Steering and windlass engines examined. Electric circuits meggered. Main and auxiliary condenser examined and tested. Boiler forced draft fan engine examined. 3 dynamo engines examined. PTO

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, BS. 9.11, B.&MS. 9.11, *L.M.C. 9.11, or *LMC 140 lb., F.D., &c.)

The machinery of this vessel is now in good and safe working condition and eligible in my opinion to remain as classed and it is recommended that the records of *LMC MS (Machinery Survey) 5.52 and T.S. (Tailshaft Seen) CL 5.52 be made in the Register Book.

Survey Fee (per Section 29) MS.TS \$ 260.00

Special Damage or Repair Fee (if any) \$: :

(per Section 29.)

Surveying expenses (if chargeable) \$ 3.75

Fees applied for 20/6/1952

Received by me, W. B. Down 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK JUN 25 1952

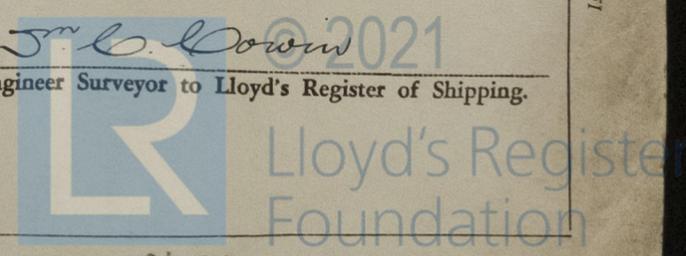
Assigned + LMC MS. - 5.52 CERTIFICATE WRITTEN

TS. 5.52

to: without special condition.

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

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



Repairs:-

Shipside blow down valve stool renewed.

Feed water automatic regulators fitted to Port and Starboard W.T. boilers.

A number of minor adjustments and repairs effected.

S.R. 116:- It is recommended that the item "Fit automatic feed water regulators to Boilers at first opportunity" now be deleted.

*Notes
Mechanics - Special Conditions*

*F.L.C.
23/7/52.*



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