

WRECK SECTION

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

(Received at London Office)

20 FEB 1940

Date of writing Report 19 When handed in at Local Office 20. 2. 1940 Port of London

No. in Reg. Book. 26677. Survey held at on the Machinery of the ~~Wood, Iron or Steel~~ s.s. **ISLAND QUEEN**. Date, First Survey and Last Survey 1 July 1940 (No. of Visits 1)

Tonnage { Gross 779 Net 430. Vessel built at Burntisland. By whom Burntisland S.S. Co. Ltd. When 1934-5.

Nominal Horse Power 112. Engines made at Glasgow. By whom D. Rowan & Co. Ltd. When 1934.

No. of Main Boilers 1. Boilers, when made (Main) 1934. (Donkey) -

No. of Donkey Boilers - Owners British Channel Island Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Port London. Voyage

Steam Pressure in Main Boilers 200. Managers If Surveyed Afloat or in Dry Dock London Dock (State name of Dock.)

in Donkey Boilers -

Last Report No. 10 8283 Port Lon

Particulars of Examination and Repairs (if any) Cpn B.S.

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.

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

as 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.

" " Donkey " " "

this was not done, state for what reasons?

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(s)

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 200 lbs/10"

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?

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? 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

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted

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

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

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

Complete - see Ln. App. 108283.

Now done:- Boiler examined under steam and the Safety Valves adjusted as above

General Observations, Opinion, and Recommendation:- The Machinery of the Vessel as far as was

(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, B.S. 9, 11, B.&M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., E.D., &c.)

seen in my opinion, eligible to remain as classed & to have full record of B.S. 1-40 as previously recommended

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : X

Committee's Minutes TUES 27 FEB 1940

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

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