

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

(Received at London Office)

24 SEP 1953

Date of writing Report... 4th Sept., 1953. When handed in at Local Office... 19... Port of... Hong Kong.

No. in Survey held at... Hong Kong. Date. First Survey 20th Aug. Last Survey 4th Sept., 1953. (No. of Visits... 6)

15020 on the Machinery of the ~~Woodhouse~~ Steel S.S. "JOLLY"

Tonnage { Gross 7324 Vessel built at Glasgow By whom Barclay, Curle & Co. Ltd. When 1919 6
 Net 4565 Engines made at Glasgow By whom Barclay, Curle & Co. Ltd. When 1919
 Nominal Horse Power MN 830 Boilers, when made (Main) 1919 (Donkey) -
 No. of Main Boilers 4 SB Owners Concordia S.S. Co. Ltd. Owners' Address -
 No. of Donkey Boilers 1 Aux. SB. Managers Wheelock, Marden & Co. Ltd. Port Hong Kong Voyage -
 Steam Pressure in Main Boilers 215 lb. If Surveyed Afloat or in Dry Dock Both. (State name of Dock.) Cosmopolitan Dock
 in Donkey Boilers 215

Last Report No. Port

Particulars of Examination and Repairs (if any) Dkg., B.S. & Gen. Exam.

(Periodical Surveys, when held, must be reported in detail and serially 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. None reported.

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 " " " No

If not, state for what reasons As below 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 P. Ford & P. aft 21-8-53, Centre aft & Stbd aft 25-8-53.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 215 lbs sq. in.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? No To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? No

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? Yes, and of the Donkey Boilers? No

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

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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush P. 5/32" S. 11/64"

Is electric light ~~anywhere~~ 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. Complete.

GENERAL EXAMINATION : -

The portponement of the Machinery Survey was approved by London Letters Classn (S)-

21st July, 1953 to Owners' request to hold a General Examination in dry dock at this time in

accordance with Circular No.1959.

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1	7,52	+LMC
ssCal.-1,49(Dr)		MS 1,49
		BS 7,52
		TS CL 4,52
Fitted for oil fuel	7,52 F.P.	
above 150°F.		

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

(Continued Overpage)

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 *LMC 9,11 or *LMC 140 lb., FD, &c.)

This Vessel's Machinery, as now seen, is in efficient condition and eligible, in my opinion, to remain as classed with fresh record of B.S. 8,53, subject to the Donkey Boiler not to be used until examined, also subject to the outboard aft dynamo crank shaft being renewed at first opportunity, also subject to all conditions at present attached to the Vessel's class being dealt with as previously recommended.

Survey Fee (per Section 29) B.S. \$ 640.00 Fees applied for 4/9/ 1953
 Special Damage or Repair Fee (if any) £ :- :
 Travelling expenses (if chargeable) £ :- :
 Received by me, 19

Committee's Minute

Assigned

TUESDAY 20 OCT 1953

Deferred for MS

BS 9,53

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

002094-002100-0415

Recommended Items Examined : - Contd.....

Electrical installation megger tested.

All found in satisfactory condition with only minor repairs.

The main & auxiliary machinery was examined under steaming condition and found satisfactory.

The general behavior of the machinery & bilge pumping during proceeding voyages as ascertained from the Chief Engineer, and the Log Books, was satisfactory.

Now Done : -

For Docking : - Vessel placed in dry dock, P. & S. propellers, after ends of stern bushes & outside fastenings examined & found or now placed in satisfactory condition.

B.S. : - The Port forward and the Port, Centre & Starboard after boilers examined in their entirety, together with mountings, manholes, doors & fastenings, afterwards examined under steam and the safety valves adjusted to above pressure.

Steam smothering & O.F. arrangements examined & tested and all found or now placed in satisfactory condition.

For S.R.L. : - The donkey boiler situated starboard forward in boiler room is coal fired, stated has not been used since vessel's main boilers were converted to oil burning in 1952. The boiler was not submitted for examination. Recommend that the donkey boiler not to be used until examined.

The outboard aft dynamo fractured, now placed ashore for renewal, stated will be fitted at first opportunity.

S.R.L. Items : - Nothing done at this time, but spectacle flanges have previously been fitted on the steaming-out connections to and from the fuel oil heaters and are now in the blanked off position.

Repairs (Wear & Tear) : -

Starboard M.E. circulating S.W. pump impeller shaft machined in way of bearings & sealing rings, new bushes & sealing rings fitted.

Port Forward Boiler :

12 plain tubes renewed.
3 C.C. stays renewed.
Several tubes expanded.
Front centre bottom manhole built up by E.W. in way of door.
3 rivets renewed in front end plate & shell seam (bottom),
also several rivets in way caulked together with seam.

Port (aft) Boiler :

4 plain tubes renewed.
Starboard outboard C.C. & furnace seam, 10 rivets renewed.
Front centre bottom manhole built up by E.W. in way of door.
Several tubes expanded.

Centre (aft) Boiler :

10 plain tubes renewed.
10 C.C. stays renewed.

Starboard (aft) Boiler :

35 plain tubes renewed.
5 stay tubes renewed.
3 C.C. stays renewed.