Rpt. 9.

No. 18038

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

(Received at London Office 23 APR 1935)

Date of writing Report 18-4-1935 When handed in at Local Office 18-4-1935 Port of Aberdeen

No. in Reg. Book. 4986 Survey held at Aberdeen Date, First Survey 13-4-35 Last Survey 14-4-1935 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or~~ Steel M.V. "JOLLY DAYS".

Tonnage { Gross 351 / Net

Nominal Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— in Main Boilers

in Donkey Boilers

Vessel built at Aberdeen By whom J. Lewis & Sons Ld. When 1935.

Engines made at Yeovil. By whom Petters, Ld. When 1935

Boilers, when made (Main) ✓ (Donkey)

Owners F. W. Horlock. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Harwich Voyage Coasting.

If Surveyed Afloat ~~or in Dry Dock~~ (State name of Dock.) Ivy.

Last Report No. Port

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).
Class contemplated.		

Oil Eng

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

Particulars of Examination and Repairs (if any) Installing Jolly.

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 has 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?

" " Donkey " " "

If this was not done, state for what reasons?

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

In 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?

The latest date of internal examination of each boiler

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 Boiler?

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

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

Is 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?

The date of examination of Screw Shaft State the distance between lignum vitæ 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 the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Completed.

During trials at sea the bilge pump crosshead, guide, and eccentric on extension of main engine shaft for driving bilge pump became overheated and somewhat scored. These parts have now been dressed up, re-assembled, tried under working conditions and found satisfactory.

A new crosshead is being supplied by the engine builders, to be fitted at the Owner's convenience. In my opinion this need not be noted against the vessel, as the crosshead now fitted, while somewhat scored, is efficient.

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, B.S. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 3,34,

See Aberdeen First Entry Report No. 18037.

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

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ / :

Travelling expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

P. Fitzgerald

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed See Abn. F.E. 18037

FRI. 8 MAY 1935

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