

Abn. 18037

pt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 15693.
14 FEB 1935

Date of writing Report 13/2/35. When handed in at Local Office 13/2/35. Port of SOUTHAMPTON.

No. in Survey held at YEOVIL Date, First Survey 12th NOV 1934 Last Survey 5th FEB 1935
No. of Visits 4

Single
Twin
Triple
Quadruple

Screw vessel "JOLLY DAYS"

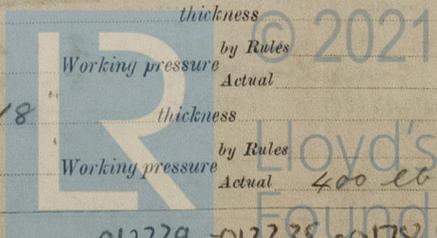
Tons Gross 381-11
Net 181-60

Built at ABERDEEN By whom built J. LEWIS & SONS LD. Yard No. 132 When built 1935
Engines made at YEOVIL By whom made PETERS LD. Engine No. 22/56 When made 1935.
Monkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓
Indicated Horse Power 300 Owners FRED^E W. HORLOCK. Port belonging to Harwich.
Nominal Horse Power as per Rule 109. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No.
Trade for which vessel is intended Coasting.

ENGINES, &c.—Type of Engines HEAVY OIL 2 or 4 stroke cycle 2 Single or double acting SINGLE
Maximum pressure in cylinders 630 ^{lb}/_{sq} in Diameter of cylinders 12 1/2" Length of stroke 18 1/4" No. of cylinders 4 No. of cranks 4
No. of bearings, adjacent to the Crank, measured from inner edge to inner edge 18 9/16" Is there a bearing between each crank YES.
Revolutions per minute 300 Flywheel dia. 3'-11" Weight 3732 LBS. Means of ignition COMPRESSION Kind of fuel used HEAVY OIL.
Crank Shaft, dia. of journals as per Rule 7.09" Crank pin dia. 7 1/2" Crank Webs Mid. length breadth 9 1/2" Thickness parallel to axis ✓
as fitted 7 1/2" Mid. length thickness 4" shrunk Thickness around eyehole ✓
Flywheel Shaft, diameter as per Rule 7 1/2" Intermediate Shafts, diameter as per Rule 4.18" Thrust Shaft, diameter at collars as per Rule 4.34"
as fitted 7 1/2" as fitted ✓ as fitted 5" ✓
Propeller Shaft, diameter as per Rule ✓ Screw Shaft, diameter as per Rule ✓ Is the tube screw shaft fitted with a continuous liner ✓
as fitted ✓ as fitted ✓
Cylinder Liners, thickness in way of bushes as per Rule ✓ Thickness between bushes as per rule ✓ Is the after end of the liner made watertight in the
as fitted ✓ as fitted ✓
Cylinder boss ✓ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓
The liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive ✓
If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube
No. If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller
Propeller, dia. ✓ Pitch ✓ No. of blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ sq. feet
Method of reversing Engines DIRECT Is a governor or other arrangement fitted to prevent racing of the engine when declutched YES Means of lubrication
FORCED Thickness of cylinder liners ✓ Are the cylinders fitted with safety valves YES Are the exhaust pipes and silencers water cooled or lagged with
conducting material W. COOLED If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine ✓
Suction Water Pumps, No. ONE 3 3/8" x 4" Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes
Are special arrangements made for dealing with cooling water if discharged into bilges ✓
Bilge Pumps worked from the Main Engines, No. ONE Diameter 3 3/8" Stroke 4" Can one be overhauled while the other is at work ✓
Pumps connected to the Main Bilge Line } No. and Size Above main engine-driven pump, also one rotary 5000 CALS/HR
How driven Bilge & ballast pump driven by auxy heavy oil engine.
Auxiliary Pumps, No. and size ONE Rotary 5000 CALS/HR Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size ONE 1 1/2" x 1 3/8"
Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
Pumps, No. and size:—In Machinery Spaces ✓ One 2 1/2" dia. engine room aft. In Pump Room ✓
Folds, &c. Two 2 1/2" dia. one port & one starboard. ✓
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ✓ One 2 1/2" dia. ✓
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes ✓ yes ✓ Are the Bilge Suctions in the Machinery Spaces
from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges ✓ yes ✓
Are all Sea Connections fitted direct on the skin of the ship ✓ yes ✓ Are they fitted with Valves or Cocks ✓ valves ✓
Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates ✓ yes ✓ Are the Overboard Discharges above or below the deep water line ✓ above ✓
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel ✓ yes ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate ✓
Do all pipes pass through the bunkers ✓ ✓ How are they protected ✓ ✓
Do all pipes pass through the deep tanks ✓ ✓ Have they been tested as per Rule ✓ ✓
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times ✓ yes ✓
Is the arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one
compartment to another ✓ yes ✓ Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓
If the vessel is a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork ✓
Auxiliary Air Compressors, No. ONE ✓ No. of stages 2 ✓ Diameters 5" x 5 5/8" Stroke 5 1/2" Driven by MAIN ENG
Auxiliary Air Compressors, No. ONE ✓ No. of stages 2 ✓ Diameters 2" x 4 1/2" Stroke 3 1/4" Driven by AUX. ENG.
Auxiliary Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by
Suctioning Air Pumps, No. ✓ Diameter ✓ Stroke ✓ Driven by
Auxiliary Engines crank shafts, diameter as per Rule ✓ No.:— ONE
as fitted 2 1/2" x 2 1/2" Position —

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule
Are the internal surfaces of the receivers be examined and cleaned ✓ Is a drain fitted at the lowest part of each receiver
Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness
Material Range of tensile strength Working pressure by Rules
Actual
Suctioning Air Receivers, No. 2 Total cubic capacity 6.6' lag Internal diameter 18" thickness
Material Range of tensile strength Working pressure by Rules
Actual 400 lb.

AIR RECEIVERS SENT DIRECT TO SHIPBOARD



See Lan. Certificates C. 7857/8 9-2-35- 012229-012238-0178

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only?

PLANS. Are approved plans forwarded herewith for Shafting (If not, state date of approval) 12/10/34

Receivers 12-1-35

Separate Tanks

Donkey Boilers

General Pumping Arrangements Yes

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied? YES

SEE ATTACHED LIST.

State the principal additional spare gear supplied

The foregoing is a correct description, per pro PETTERS LIMITED.

Drawing Office Manager.

Manufacturer.

Dates of Survey while building: During progress of work in shops - 12th Nov., 3rd 10th Dec. and 5th Feb. 1935; During erection on board vessel - March 6-7-11-19-22 April 1-2-3-9-13-14; Total No. of visits 4 (Installing 11).

Dates of Examination of principal parts - Cylinders 3/12/34 Covers 3/12/34 Pistons 3/12/34 Rods 10/12/34 Connecting rods 10/12/34

Crank shaft 3/12/34 Flywheel shaft 3/12/34 Thrust shaft 3/12/34 Intermediate shafts Tube shaft

Screw shaft Propeller Stern tube Engine seatings 6-3-35 Engines holding down bolts

Completion of fitting sea connections 7-3-35 Completion of pumping arrangements 9-4-35 Engines tried under working conditions 13-4-35

Crank shaft, Material S.M.S. Identification Mark M.A.S. 1617 20/11/34 Flywheel shaft, Material Identification Mark

Thrust shaft, Material S.M.S. Identification Mark T.P. 9866 28/11/34 Intermediate shafts, Material Identification Marks

Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Is the flash point of the oil to be used over 150° F. YES

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with YES

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery duplicate of a previous case If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

These engines have been constructed under Special Survey and in accordance with the Rules and approved plans, the materials and workmanship being good. In my opinion, this machinery is eligible to have the record of L.M. (with date) in the Society's Register Book, when securely fitted on board the vessel and tried under working conditions.

This main engine, together with the auxiliary engine, has been efficiently installed in the M.V. "JOLLY DAYS," tried under working conditions, and found satisfactory. It is eligible in my opinion to have the record of L.M.C. 4.35 in the Register Book.

P. Fitzgerald Aberdeen

The amount of Entry Fee .. £ 3 : 0 : When applied for, Special ... £ 21 : 16 : 13/2/1935 Donkey Boiler Fee ... £ Travelling Expenses (if any) £ 2 : 4 : 6/16.2 1935 Committee's Minute 5-9-00 5.9.00 and 4.5.35 7/5 applied for 18-4-35. 7/5 FRI. 8 MAY 1935 Assigned + L.M.C. 4.35 at Eng.

