

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

(Received at London Office **HULL** NOV 14 1940)

Date of writing Report 11-11-40 When handed in at Local Office 11 NOV 1940 Port of HULL

No. in Reg. Book. 76885 Survey held at Goole Date. First Survey 6-11-40 Last Survey 8-11-1940
(No. of Visits 3)

on the Machinery of the ~~Wood, Iron or Steel~~ M.V. JOLLY GIRLS Year. Month. 1936-7
Tonnage { Gross 483 Vessel built at S. Bank Ind. By whom Smiths Dock Co. Ltd When 1936-7
Net 260 Engines made at Stockholm By whom Atlas Diesel. A/S When do.

Nominal Horse Power 125 Boilers, when made (Main) None (Donkey) None
No. of Main Boilers - Owners H.L. Forlock's Ocean Transport Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers - Managers M. F. Forlock Port Harwell Voyage
Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock No 3. (State name of Dock.)

Loc. Report No. Port
Particulars of Examination and Repairs (if any) Org & Rep.

(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?

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

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.

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 the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? No If so, state reasons

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

State date of examination of Screw Shaft 7-11-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

Propellers & fastenings examined, screw shaft drawn & together with the intermediate shaft placed in lathe, examined & coupling faces machined fair. screw shaft in way of neck ring skinned & neck ring renewed. intermediate shaft skinned up in way of bearings. The propeller was found to be badly wasted at the tips, & it is stated a new one has been ordered, & should be fitted when the Special Survey is held.

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 L.M.C. 140 lb., F.D., &c.)
The Machinery of this vessel, as far as now seen, is in an efficient condition & eligible, in my opinion to remain as classed, with fresh record of O.G. 11-40 subject to the propeller being renewed, when the Special Survey is carried out.

CHARACTER, for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now repaired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A.1. 7.38		<input checked="" type="checkbox"/> L.M.C. 7.36 <input checked="" type="checkbox"/> L.M.C.(M) 7.38 O.G. 12.37.
		Oil Eng.

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

A certificate required if so, to be sent to

10m, 40.—(TRANSFER LINK. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

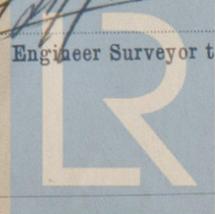
Special Damage or Repair Fee (if any) £ 3 : 3 : 0 12 OCT 1940 Received by me, 19

Travelling expenses (if chargeable) £ : : 17

Committee's Minute Deferred

Assigned

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation
W987-0276