

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

6-11-40

Last Survey

8-11-40

(No. of Visits 3)

No. in Reg. Book. Survey held at

Goole.

Date. First Survey

6-11-40

Last Survey

8-11-40

(No. of Visits 3)

76885 on the Machinery of the Wood, Iron or Steel M.V. JOLLY GIRLS

Tonnage { Gross 483
Net 260

Vessel built at S. Bank Mdk. By whom Smith Dock Co. Ltd

When 1936-7

Nominal Horse Power 125

Engines made at Stockholm

By whom Atlas Diesel. A/B.

When do.

No. of Main Boilers

Boilers, when made (Main) c/c

(Donkey) c/c

No. of Donkey Boilers

Owners H. F. Forlock's Ocean Transport Co. Ltd

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

Steam Pressure in Main Boilers

Managers M. F. Forlock

Port Harwich Voyage

in Donkey Boilers

If Surveyed Afloat or in Dry Dock c/c 3.

(State name of Dock.)

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).
100 A.1. 7.38		LMC 7.36
		LMC(M) 7.38
		OG-12.37.
		Oil Eng.

Lc Report No. Port

Particulars of Examination and Repairs (if any) Drg & Rps.

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.

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

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) Good

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? c/c

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? c/c If so, state reasons.

Has the shaft now fitted been previously used? Has it a continuous liner? c/c

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 4-11-40. 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.

Is electric light and/or power fitted Yes

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

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

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 tip, & 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 OG. 11-40 subject to the propeller being renewed. when the Special Survey is carried out.

Survey Fee (per Section 29) £ 3 : 3 : 0
Special Damage or Repair Fee (if any) (per Section 29.) £ 3 : 3 : 0
Travelling expenses (if chargeable) £ 17 : 17 : 17

Fees applied for
12 OCT 1940
Received by me,
19

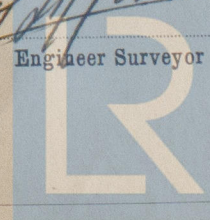
Committee's Minute

Assigned

FRI 22 NOV 1940

Deferred

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



Lloyd's Register
Foundation

W987-0276