

REPORT ON OIL ENGINE MACHINERY.

No. 15767

5 AUG 1936

Received at London Office

Date of writing Report 1. 8. 36. When handed in at Local Office 1. 8. 36 Port of MIDDLESBROUGH.
No. in Survey held at SOUTH BANK. Date, First Survey Last Survey 28. 7. 1936.
Reg. Book. Number of Visits
on the ^{Single} ~~Triple~~ ~~Quadruple~~ Screw vessel "JOLLY GIRLS"
Built at South Bank By whom built Smiths Dock Co. Ltd. Yard No. 998 When built 1936.
Engines made at Stockholm By whom made A.B. Atlas Diesel Engine No. 8534 When made 1936.
Donkey Boilers made at By whom made Boiler No. When made
Brake Horse Power 500. Owners J. W. Harlock. Port belonging to Harwich
Nom. Horse Power as per Rule 125. Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.
Trade for which vessel is intended Coasting 13 3/8" 27 7/16"

OIL ENGINES, &c.—Type of Engines Polar Diesel 2 or 4 stroke cycle 2. Single or double acting Single
Maximum pressure in cylinders 55 kg/cm² Diameter of cylinders 340 mm Length of stroke 570 mm No. of cylinders 4. No. of cranks 4
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 484 mm Is there a bearing between each crank Yes
Revolutions per minute 220 Flywheel dia. 1550 mm Weight 1900 kg Means of ignition Compression Kind of fuel used Crude oil
Crank Shaft, dia. of journals as per Rule 220 mm Crank pin dia. 220 mm Crank Webs Mid. length breadth 1308 mm Thickness parallel to axis
as fitted 220 mm as fitted 220 mm Mid. length thickness 122 mm shrunk Thickness around eye hole
Flywheel Shaft, diameter as per Rule 220 mm Intermediate Shafts, diameter as per Rule 6 1/2" Thrust Shaft, diameter at collars as per Rule 220 mm
as fitted 220 mm as fitted 6 1/2" as fitted 220 mm
Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule 6.3 Is the {tube} shaft fitted with a continuous liner {No.} Yes
as fitted as fitted 7 7/8" as fitted as fitted
Bronze 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 propeller boss
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
If 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 shaft Yes = Newmark Length of Bearing in Stern Bush next to and supporting propeller 2' 9 1/8"
Propeller, dia. 7' 1" Pitch 5' 3" No. of blades 4 Material C.I. whether Moveable No. Total Developed Surface 19 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 27.57 Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
non-conducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine
Cooling Water Pumps, No. one Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
Bilge Pumps worked from the Main Engines, No. 1 Diameter 90 mm Stroke 140 mm Can one be overhauled while the other is at work
Pumps connected to the Main Bilge Line No. and Size 1-20 lin. 2 pumps 5" 5" 1-3" Hamworthy Centrif. 30 lin
How driven gas driven off generator Driven off Astor engine by clutch
Ballast Pumps, No. and size 1-3" Hamworthy Centrif. 30 lin Lubricating Oil Pumps, including Spare Pump, No. and size 2 - rotary
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 1-2
In Holds, &c. 2. 2 3/4
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-2 1/2
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces
led 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
What pipes pass through the bunkers none How are they protected
What pipes pass through the deep tanks none Have they been tested as per Rule Yes
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 none Is it fitted with a watertight door worked from
If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
Main Air Compressors, No. 1 No. of stages 2 Diameters 175/70 Stroke 350 mm Driven by main engine
Auxiliary Air Compressors, No. 1-2 crank No. of stages 2 Diameters 175/3 1/2 Stroke 4 1/2 Driven by 12 HP Astor
Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by Hand starting
Scavenging Air Pumps, No. 1 Diameter 770 mm Stroke 350 mm Driven by main engine
Auxiliary Engines crank shafts, diameter as per Rule 3 1/8" app. as fitted 3 1/8"

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes
Can the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces down an end
Is there a drain arrangement fitted at the lowest part of each receiver Yes
High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness
Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules
Starting Air Receivers, No. 2 Total cubic capacity 1600 litres Internal diameter 650 mm thickness 14 mm
Seamless, lap welded or riveted longitudinal joint welded Material S.M. Steel Range of tensile strength 44 kg/cm² Working pressure by Rules 25.3 kg/cm²

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

Receivers 6. F. 30 / Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

See separate list

The foregoing is a correct description,

FOR SMITH'S DOCK CO. LTD.

Swarley.

Manufacturer.

Dates
of Survey
while
building

During progress of
work in shops - -
During erection on
board vessel - -
Total No. of visits

1936: Apr 17 24 28 30 May 4

7 9 12 14 28 July 13 23 24 28

Dates of Examination of principal parts—Cylinders — Covers — Pistons — Rods — Connecting rods —

Crank shaft — Flywheel shaft — Thrust shaft — Intermediate shafts 9. 5. 36. Tube shaft —

Screw shaft 28. 4. 36. Propeller 30. 4. 36. Stern tube 30. 4. 36. Engine seatings 4. 5. 36. Engines holding down bolts 28. 5. 36.

Completion of fitting sea connections 4. 5. 36. Completion of pumping arrangements 24. 7. 36. Engines tried under working conditions 28. 7. 36.

Crank shaft, Material S.M. Steel Identification Mark KA 10. 11. 32 Flywheel shaft, Material S.M. Steel Identification Mark KA 20. 13. 33

Thrust shaft, Material S.M. Steel Identification Mark KA 12. 12. 35 Intermediate shafts, Material S.M. Steel Identification Marks 9. 5. 36 P.T.B.

Tube shaft, Material — Identification Mark — Screw shaft, Material S.M. Steel Identification Mark 28. 4. 36 P.T.B.

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

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.)

This engine was built under special survey at Stockholm (see Stockholm Report No. 4203. The auxiliary generator sets were built at Ipswich (see Ipswich Reports 103129 A+B.

This machinery has been securely fitted aboard under special survey and in accordance with the Rules. It has been tested under working conditions with satisfactory results and is, in my opinion, eligible for classification with record + L.M.C. 7.36 and to have notation T.S. &c.

The amount of Entry Fee ... £ 3-0-0:

1/4 Special ... £ 6-5-0:

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ :

When applied for,

4. 8. 1936

When received,

2. 10. 1936

Committee's Minute TUE. 1 SEP 1936

Assigned

+ L.M.C. 7.36
oil eng. 09.

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

Rpt. 4b.

Date of writing

No. in Su
Reg. Book.

Built at

Engines ma

Donkey Bo

Brake Hors

Nom. Horse

Trade for u

OIL ENG

Maximum pres

Mean Indicate

Span of bearing

Revolutions per

Crank Shaft

Wheel is fin

Flywheel Sh

Tube Shaft,

Bronze Liner

propeller boss

If the liner doe

If two liners o

shaft

Propeller, dia

Method of re

pumps

non-conducting

Cooling Wate

Bilge Pumps

Pumps connect

Is the cooling v

arrangements

Ballast Pump

Are two indepen

Pumps, No. and

In Holds, &c.

Independent

Are all the Bil

led from easily

Are all Sea Co

Are they fixed su

Are they each fitt

What pipes pass

What pipes pass

Are all Pipes, C

Is the arrangeme

compartment to a

If a wood vessel,

Main Air Com

Auxiliary Air

Small Auxiliar

Scavenging Ai

Auxiliary Engi