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REPORT ON OIL ENGINE MACHINERY.

No. 72214

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of writing Report 10.10.1947 When handed in at Local Office 20.6.1947 Port of Glasgow
 in Survey held at Grangemount Date, First Survey 27.6.47 Last Survey 5-9-1947
 Book. Number of Visits 6

on the Single Screw vessel ADULIS EX LCT (835) Tons { Gross 397.3
Triple Net 227.9
Quadruple

At Grangemount By whom converted Grangemount Dockyard Co Ltd Yard No. When built
 Lines made at Bolton By whom made Davy Paxman & Co Ltd Engine No. When made
 Key Boilers made at - By whom made - Boiler No. When made
 Horse Power 345 Owners Sabean Utility Corporation Port belonging to Addis Ababa
 Horse Power as per Rule 115 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted Yes
 for which vessel is intended Boatel Service - Middle East

ENGINES, &c. — Type of Engines See Special Report 2 or 4 stroke cycle - Single or double acting -

Maximum pressure in cylinders - Diameter of cylinders - Length of stroke - No. of cylinders - No. of cranks -

Distance of bearings, adjacent to the crank, measured from inner edge to inner edge - Is there a bearing between each crank -

Revolutions per minute - Flywheel dia. - Weight - Means of ignition - Kind of fuel used -

Conk Solid forged dia. of journals as per Rule Crank pin dia. as fitted Crank webs Mid. length breadth Mid. length thickness Kind of fuel used -
 aft, Semi built All built shrunk Thickness parallel to axis - Thickness around eye hole -

Wheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as fitted
as fitted as fitted as fitted

Propeller Shaft, diameter as per Rule Screw Shaft, diameter as fitted 3 1/2" Is the tube shaft fitted with a continuous liner No
as fitted 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 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-
 osive - 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
 of tube shaft No If so, state type -

Length of bearing in Stern Bush next to and supporting propeller 15"

Propeller, dia. 36" Pitch - No. of blades 4 Material Brass whether moveable No Total developed surface - sq. feet

Method of reversing Engines gear Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of
 reversion Toned Thickness of cylinder liners - Are the cylinders fitted with safety valves - Are the exhaust pipes and silencers water cooled

lagged with non-conducting material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned
 to the engine - Cooling Water Pumps, No. 4 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Water Pumps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -

Pumps connected to the Main Bilge Line { No. and size 1-20 T/h 1-10 T/h
 How driven Electric

Is the cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
 arrangements -

Oil Pumps, No. and size 1-10 T/h Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2-1230 g/hr each

Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both main bilge pumps and auxiliary
 pumps, No. and size:—In machinery spaces 3-3" In pump room -

Holds, &c. 4-2" 1-2" in each wing tank 1-2" in steering compartment

Independent Power Pump Direct Suctions to the engine room bilges, No. and size 2-3"

Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes Are the bilge suction 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 - Are the blow off cocks fitted with a spigot and brass covering plate -

Do all pipes pass through the bunkers None How are they protected -

Do all pipes pass through the deep tanks None 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 -

For a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork -

Air Compressors, No. None No. of stages - diameters - stroke - driven by -

Auxiliary Air Compressors, No. None No. of stages - diameters - stroke - driven by -

All Auxiliary Air Compressors, No. None No. of stages - diameters - stroke - driven by -

Is provision made for first charging the air receivers -

Reversing Air Pumps, No. None diameter - stroke - driven by -

Auxiliary Engines crank shafts, diameter as per Rule 3" No. - Position 9 HP Centre 27 HP Star

Have the auxiliary engines been constructed under special survey No Is a report sent herewith -

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AIR RECEIVERS:—Have they been made under survey..... State No. of report or certificate.....

Is each receiver, which can be isolated, fitted with a safety valve as per Rule.....

Can the internal surfaces of the receivers be examined and cleaned..... Is a drain fitted at the lowest part of each receiver.....

Injection Air Receivers, No..... Cubic capacity of each..... Internal diameter..... thickness.....

Seamless, lap welded or riveted longitudinal joint..... Material..... Range of tensile strength..... Working pressure.....

Starting Air Receivers, No..... Total cubic capacity..... Internal diameter..... thickness.....

Seamless, lap welded or riveted longitudinal joint..... Material..... Range of tensile strength..... Working pressure.....

IS A DONKEY BOILER FITTED *Yes* 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..... Receivers..... Separate fuel tanks.....

Donkey boilers..... General pumping arrangements..... Pumping arrangements in machinery space.....

Oil fuel burning arrangements.....

SPARE GEAR.

Has the spare gear required by the Rules been supplied.....

State the principal additional spare gear supplied.....

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits

Dates of examination of principal parts—Cylinders..... Covers..... Pistons..... Rods..... Connecting rods.....

Crank shaft..... Flywheel shaft..... Thrust shaft..... Intermediate shafts..... Tube shaft.....

Screw shaft *1-7-47* Propeller *1-7-47* Stern tube..... Engine seatings..... Engine holding down bolts *2-9-47*

Completion of fitting sea connections..... Completion of pumping arrangements *5-9-47* Engines tried under working conditions *5-9-47*

Crank shaft, material..... Identification mark..... Flywheel shaft, material..... Identification mark.....

Thrust shaft, material..... Identification mark..... Intermediate shafts, material..... Identification marks.....

Tube shaft, material..... Identification mark..... Screw shaft, material *Steel*..... Identification mark *M.W.C. 10/43*

Identification marks on air receivers.....

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

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

Description of fire extinguishing apparatus fitted *Portable hand operated chemical extinguishers.*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo..... 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.) *The main engines have been securely refitted on board the vessel. The auxiliary machinery has been opened up and examined and placed in good order and all tried under working conditions. This machinery is eligible in my opinion to be classed with a record L.M.C. 9-47, and notation T.S.*

The amount of Entry Fee ... £ ..

Special ... £ *20* ..

Donkey Boiler Fee... £ ..

Travelling Expenses (if any) £ *2* : *10* ..

When applied for..... 19.....

When received..... 19.....

Engineer Surveyor to Lloyd's Register of Shipping

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