

RECEIVED

Rpt. 4b.

# REPORT ON OIL ENGINE MACHINERY.

No. 115006

D.O.

Date of writing Report 15-4-1947 When handed in at Local Office

30 APR 1947

Port of

Received at London Office

30 APR 1947

22 OCT 1947

No. in Survey held at

Colchester

Date, First Survey

9-4-47

Last Survey

11-4-1947

Reg. Book.

Single  
Twin  
Triple  
Quadruple

Screw vessel

ADULES

EX L.C.T. No 835

Tons Gross  
Net

Built at

By whom built

Completed by the Southampton Dock Co Ltd

When built

Engines made at Colchester

By whom made

Davy, Paxman & Co. Ltd.

Engine No

71095 (51046)

When made

Donkey Boilers made at

By whom made

Boiler No.

When made

Brake Horse Power

400 (3450 HP)

Owners

Port belonging to

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended Coastal Service, Trade East.

IL ENGINES, &c.—Type of Engines

Heavy Oil

2 or 4 stroke cycle 4 Single or double acting S.

Maximum pressure in cylinders

850 lb/sq. in.

Diameter of cylinders

7"

Length of stroke

7 3/4"

No. of cylinders

12

No. of cranks

12

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

7 1/8"

Is there a bearing between each crank

Yes

Revolutions per minute

1000

Flywheel dia.

NONE

Weight

Means of ignition

Compression

Kind of fuel used

Seisel

Crank Shaft, dia. of journals

as per Rule 4 1/2"

as fitted 4 1/2"

Crank pin dia.

4 1/8"

Crank Webs

Mid. length breadth

7"

Thickness parallel to axis

shrunk

Flywheel Shaft, diameter

as per Rule

as fitted

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust Shaft, diameter at collars

as per Rule

as fitted

Tube Shaft, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the tube screw shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per rule

as fitted

Is the after end of the liner made watertight in the

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

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

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

Means of lubrication

acid

Thickness of cylinder liners

3/16"

Are the cylinders fitted with safety valves

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.

Com

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line

No. and Size

How driven

Is the cooling water led to the bilges

If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements

Ballast Pumps, No. and size

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces

In Pump Room

Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes

Are the Bilge Suctions in the Machinery Spaces

Are all easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates

Are the Overboard Discharges above or below the deep water line

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

What pipes pass through the bunkers

How are they protected

What 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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

On 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.

No. of stages

Diameters

Stroke

Driven by

Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Small Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Exhausting Air Pumps, No.

Diameter

Stroke

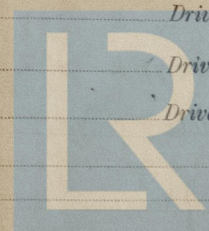
Driven by

Auxiliary Engines crank shafts, diameter

as per Rule

No.

Position



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AIR RECEIVERS:—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

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

Actual

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules

Actual

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)

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



*[Signature]*  
Contracts Manager

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building  
During progress of work in shops -- 9-4-47 & 11-4-47.  
During erection on board vessel --  
Total No. of visits

Dates of Examination of principal parts—Cylinders 9-4-47 Covers 9-4-47 Pistons 9-4-47 Rods ✓ Connecting rods 9-4-47  
Crank shafts 9-4-47 Flywheel shaft 9-4-47 Thrust shaft 9-4-47 ✓ Intermediate shafts ✓ Tube shaft ✓  
Screw shaft ✓ Propeller ✓ Stern tube ✓ Engine seatings ✓ Engines holding down bolts ✓  
Completion of fitting sea connections ✓ Completion of pumping arrangements ✓ Engines tried under working conditions ✓  
Crank shafts Material *Steel* Identification Mark *S/4019/H* Flywheel shaft, Material ✓ Identification Mark ✓  
Thrust shaft, Material ✓ Identification Mark ✓ 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 ✓

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 engine has been opened up, examined & reconditioned by the engine makers.*

*Repairs: 4:80062 A. Main bearings, 7 propeller bushes, 6 liners, 1 piston, 1 head, 4 forged connecting rods renewed.*

*4:71095. Main bearings, 7 propeller bushes, 6 liners, 5 pistons, 1 forged rod & one connecting rod renewed.*

*The engines have been tested under full load brake condition & have been dispatched to Southampton to be fitted on board a converted L.C.A. (M) vessel and will be eligible to be classed, in my opinion & L.M.C. when officially fitted on board a classed vessel.*

The amount of Entry Fee .. £ : : When applied for,  
Special ... .. £ 8 : 8 : 0 30 APR 1947  
Donkey Boiler Fee ... £ : : When received,  
Travelling Expenses (if any) £ 1 : 5 : 0 19

Committee's Minute

GLASGOW

21 OCT 1947

Assigned

SEE ACCOMPANYING MACHINERY REPORT

Engineer Surveyor to Lloyd's Register of Shipping.

*[Signature]*



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