

OIL ENGINE

Mar

ent to Chief Surveyors

Received from Chief Surveyors

VESSEL'S NAME " D O R A B E L L A " REPORT No.

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—(Extract from Sub-Committee's Report, 24 / 5 / 92.)

ature of Survey When due

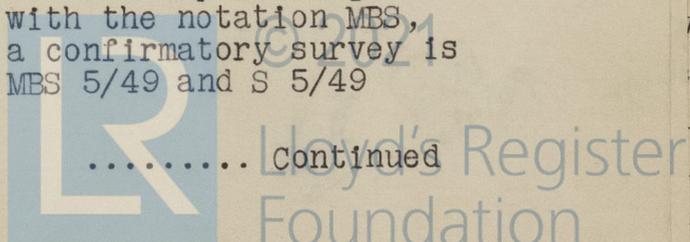
This ex-American landing craft was built in 1942 and is fitted with twin screw machinery consisting of eight General Motors oil engines with four engines geared to each shaft. The screw shafts are fitted with reversible propellers.

Particulars of the machinery and arrangements have been examined and found with modifications such as could be accepted for class.

The ex-B.C. non-exclusive Surveyor at Southampton carried out a classification survey between December 1948 and May 1949 on the main and auxiliary machinery and pumping arrangements and reported the various items to be or to have been placed in satisfactory condition. As his report did not mention all parts of the machinery installation, further enquiries were made by letter of August 16th from the Southampton Surveyors who have replied by their letter of 8th September.

IT IS SUBMITTED THAT the Southampton Surveyors be informed that bilge suction should be provided to the cofferdam space frames 50 - 57 and that a report on the settling tanks and fittings and the electric wiring and switchboards (is required) as these items are not covered by the report of the ex-B.C. Surveyor at Southampton. The Southampton Surveyors should also be requested to verify that the engine exhaust pipe arrangements are satisfactory as it has been noted from the ship arrangement plan that no funnel is fitted and accordingly it is assumed that the exhaust pipes are led through the ship's skin.

Subject to the foregoing remarks IT IS SUBMITTED THAT the machinery of this ship is eligible for British Corporation Class with the notation MBS, when a satisfactory report of a confirmatory survey is received and to have a record MBS 5/49 and S 5/49



Continued

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ent to Chief Surveyors

Received from Chief Surveyors

ESSEL'S NAME " DORABELLA " REPORT No.

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement." (Extract from Sub-Committee's Report, 24 / 5 / 92.)

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Particulars for Register Book.

8 oil engines 2 S.C.S.A. geared to 2 Screw Shafts
48 cyl. 4 1/4" - 5" 960 B.H.P.
General Motors Corporation, U.S.A.

MBS 5/49
S 5/49

IT IS FURTHER SUBMITTED THAT the machinery Classification Certificate be endorsed to the effect that Classification is subject to not more than three engines being coupled to each shaft at one time with a maximum power per srew shaft of 480 B.H.P. at 495 R.P.M.

Note in SRL in italics.

Examine all working parts and controls involved in reversing propeller blades when TS is drawn.



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Handwritten signatures and dates: 11/11/49, Lloyd's Register Foundation

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