

REPORT ON OIL ENGINE MACHINERY.

No. 9027

Received at London Office - 2 DEC 1930

Date of writing Report

When handed in at Local Office

Nov 25 1930 Port of Trieste

No. in Survey held at

Monfalcone

Date, First Survey

Sept 9

Last Survey

Nov 20 1930

Reg. Book

Number of Visits

19

1057

Single
Twin
Triple
Quadruple

Screw vessel

M/S J. A. Mowinkel

Tons Gross 12323
Net 6971

Built at Monfalcone

By whom built Cantieri Riuniti dell'Adriatico Yard No. 236 When built 1930

Engines made at Turin

By whom made Fiat Stab. Grandi Motori Engine No. 1709 When made 1930

Donkey Boilers made at Renfrew

By whom made Babcock & Wilcox Boiler No. 6/264 When made 1930

Brake Horse Power 2900

Owners Ballin's Americanische Petroleum Import Gesellschaft m. b. H. Port belonging to Danzig

Nom. Horse Power as per Rule 1505

Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which vessel is intended carrying Petroleum in bulk

See also Genoa Report No. 11631

OIL ENGINES, &c. Type of Engines

L 686 Fiat 263/4

2 or 4 stroke cycle 2 Single or double acting single

Maximum pressure in cylinders 35 kg. Diameter of cylinders 680 mm Length of stroke 1100 mm No. of cylinders 6 x 2 No. of cranks 6 x 2

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 950 mm Is there a bearing between each crank yes

Revolutions per minute 107 Flywheel dia. 2700 mm Weight 11 T. Means of ignition Lamp. Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule 426.6 mm as fitted 435 Crank pin dia. 435 mm Crank Webs Mid. length breadth 590 mm Mid. length thickness 265 mm Thickness parallel to axis - Thickness around eye-hole -

Flywheel Shaft, diameter as per Rule 426.6 mm as fitted 440 Intermediate Shafts, diameter as per Rule 309.9 mm as fitted 330 Thrust Shaft, diameter at collars as per Rule 325.4 mm as fitted 360

Tube Shaft, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule 360.3 mm as fitted 370 Is the tube screw shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 18.6 mm as fitted 22 Thickness between bushes as per rule 13.95 mm as fitted 17 Is the after end of the liner made watertight in the

propeller boss yes 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 no Length of Bearing in Stern Bush next to and supporting propeller 1494 mm

Propeller, dia. 4550 mm Pitch 4550 mm No. of blades 3 Material Bronze whether Moveable yes Total Developed Surface 6.75 sq. m.

Method of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine when detached yes Means of lubrication

forced Thickness of cylinder liners 55 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material lagged 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, Two independent 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. - Diameter - Stroke - Can one be overhauled while the other is at work -

Pumps connected to the Main Bilge Line No. and Size In C.R. one 100 T. Two 50 T. One 22 T. In aft Pump R. one 100 T. In Fore Pump R. one 100 T.

How driven One by steam and 3 by Electr. Motors in C.R. By steam in Pump rooms.

Ballast Pumps, No. and size One 100 T. in Fore pump R. Lubricating Oil Pumps, including Spare Pump, No. and size One to each Main Eng. One spare independ.

3 Cargo pumps 475 T. each in aft P.R. One Oil fuel pump 100 T. in Fore P.R. Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size: In Machinery Spaces 7 at 3 1/2" Boiler space 2 at 2 3/8" In aft P.R. 2 at 4" In Fore P.R. 2 at 4"

In Holds, &c. 2 at 4" In Main locker 2 at 4" In Fore Peak flat one at 4"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one at 130 mm

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 & cocks

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 yes

What pipes pass through the bunkers - How are they protected -

What pipes pass through the deep tanks Oil fuel suction 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 one of these fitted to a Steam try. 11.41

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. one to each M. B. No. of stages 3 Diameters 690 x 610 x 35 Stroke 820 Driven by Main Engine

Auxiliary Air Compressors, No. Two No. of stages 3 Diameters 180 x 160 x 35 Stroke 220 Driven by Aux. Engine

Small Auxiliary Air Compressors, No. One No. of stages 3 Diameters 190 x 159 x 31 Stroke 127 Driven by Steam Engine

Scavenging Air Pumps, No. One to each Engine Diameter 970 mm Stroke 1100 mm Driven by Main Engine

Auxiliary Engines crank shafts, diameter as per Rule 136.4 mm as fitted 165 mm

AIR RECEIVERS:— Is each receiver, which can be isolated, fitted with a safety valve as per Rule No. Saf. r. on Compressors and on air delivery

Can the internal surfaces of the receivers be examined yes What means are provided for cleaning their inner surfaces manhole or plugs at both ends

Is there a drain arrangement fitted at the lowest part of each receiver yes

High Pressure Air Receivers, No. 4 Cubic capacity of each 175 Litr. Internal diameter 291 mm thickness 12.5 mm

Seamless, lap welded or riveted longitudinal joint Seamless Material steel Range of tensile strength 47-55 kg Working pressure by Rules 86.9 kg/cm

Starting Air Receivers, No. 6 Total cubic capacity 2700 Litr. x 6 Internal diameter 1128 mm thickness 36 mm

Seamless, lap welded or riveted longitudinal joint Seamless Material S.P.S. Range of tensile strength 48-52 kg Working pressure by Rules 92.3 kg/cm

If so, is a report now forwarded?

Receivers *certificates* Separate Tanks —

Donkey Boilers 420

General Pumping Arrangements *yes*

Oil Fuel Burning Arrangements.

SPARE GEAR See list attached

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building	During progress of work in shops--		Total No. of visits
	During erection on board vessel--		
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1900			

Please see Geneva Report.

1930 Sep 9. 11. 22. Oct 3. 8. 9. 16. 29. 30 Nov 5. 7. 10. 12. 13. 16. 17. 18. 19. 20.

Nineteen

Dates of Examination of principal parts—Cylinders 2.6.30 Covers 1.7.30 Pistons 3.10 & 8.10.30 Rods 8.10.30 Connecting rods 19 & 22.9.2

Crank shaft 8.10 8.16.10.30 Flywheel shaft 8.10.30 Thrust shaft 8.10 8.16.10.30 Intermediate shafts 8.10 8.16.10.30 Tube shaft —

Screw shaft 9.9.30 Propeller 10.11.30 Stern tube 9.9.11.9-30 Engine seatings 9.9.30 Engines holding down bolts 10.11.30

Completion of fitting sea connections 11.9.30 Completion of pumping arrangements 19.11.30 Engines tried under working conditions 17.11.30

Crank shaft, Material *S.M.S.* Identification Mark *8700 MB 18.6.30*
1423 KN 18.6.30
8918 MB 29.4.30 Flywheel shaft, Material *Lee Muntz* Identification Mark *—*

Thrust shaft, Material *19M S* Identification Mark *8256-7-JL 317-50* Intermediate shafts, Material *19M S* Identification Marks *8258, 9-JL 317-20*

Tube shaft, Material — Identification Mark — Screw shaft, Material *SPM P* Identification Mark *8260-62, JL 317-2*

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 yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Tanker If so, have the requirements of the Rules been complied with —

Is this machinery duplicate of a previous case no If so, state name of vessel —

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed in Twin
and fitted on board at Monfalcone under special survey,
in accordance with the with the approved plans and Rule re-
quirements, tested under full working condition and found
satisfactory. In my opinion the machinery of this vessel
is eligible to have the notation of + L M C 11-30

The amount of Entry Fee ... \$0 : : When applied for,

1/5 Special det 2.560.- (2/11/19...

Donkey Boiler Fee	...	£	:	:	When received,
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Travelling Expenses (if any) *dit* 1.035-: | 20-1-19

Committee's Minute 145-
FBI 12 DEC 1930

Assigned

FRI. 12 DEC 1930
+ Lmb 11.30
2 W.T. O.B. 200

oil L. Ch.
25.1. 1000

1. CERTIFICATE WRITTEN

R. F. Sparrey
Engineer-Surveyor to Lloyd's Register of Shipping.

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Foundation