

## REPORT ON OIL ENGINE MACHINERY.

No. 20394

Received at London Office

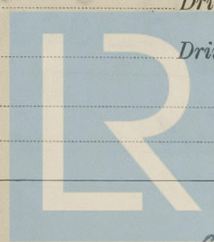
JUN 30 1937

Date of writing Report 28.4.37 When handed in at Local Office 26-6-37 Port of Genoa  
 No. in Survey held at Genoa Date, First Survey 19th FEBRUARY 1936 Last Survey 21-6-1937  
 Reg. Book 90270 on the Single Triple Quadruple Screw vessel M/S 'San Giovanni' Number of Visits 88 Tons { Gross 8000 Net 4767 }  
 Built at Genoa By whom built Wrightwood & Co Ltd Yard No. 415 When built 1937  
 Engines made at Genoa By whom made John & Nuccia & Co Ltd Engine No. 1795 When made 1937  
 Donkey Boilers made at ditto By whom made ditto Boiler No. 1798 When made 1937  
 Brake Horse Power 2800 Owners Bagle Oil Shipping Co Ltd Port belonging to London  
 Nom. Horse Power as per Rule 503 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which vessel is intended Foreign NS 2.6 5.5 1/8

**IL ENGINES, &c.**—Type of Engines Diesel Solid Injection under Pressure or 4 stroke cycle 4 Single or double acting Single  
 Maximum pressure in cylinders 600 Diameter of cylinders 650 mm Length of stroke 1400 mm No. of cylinders 8 No. of cranks 8  
 Mean Indicated Pressure 7.65 at 112 Rev Is there a bearing between each crank Yes  
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 844 Kind of fuel used Diesel  
 Revolutions per minute 112 Flywheel dia. 2219 mm Weight 2.9 tons Means of ignition Compression  
 Crank Shaft, dia. of journals as per Rule 436 mm Crank pin dia. 460 mm Crank Webs Mid. length breadth shrunk Thickness parallel to axis 264 mm  
 as fitted 460 mm Mid. length thickness shrunk Thickness around eye-hole 205 mm  
 Flywheel Shaft, diameter as per Rule 436 mm Intermediate Shafts, diameter as per Rule 12.18 Thrust Shaft, diameter at collars as per Rule 12.8  
 as fitted 18 1/4" as fitted 21" as fitted 18 1/4"  
 Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule 13.5 Is the tube screw shaft fitted with a continuous liner Yes  
 as fitted 18" as fitted 18"  
 Bronze Liners, thickness in way of bushes as per Rule .42 Thickness between bushes as per rule .54 Is the after end of the liner made watertight in the  
 as fitted 1/8" as fitted 11/16"  
 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 Yes  
 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 Yes  
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube  
 shaft No If so, state type Yes Length of Bearing in Stern Bush next to and supporting propeller 15.0"  
 Propeller, dia. 15.0" Pitch 12.0 No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 72 sq. feet  
 Method of reversing Engines air Is a governor or other arrangement fitted to prevent racing of the engine when decoupled Yes Means of lubrication  
Forced Thickness of cylinder liners 40.48" 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 Yes  
 Cooling Water Pumps, No. 2 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. 2 Diameter Rotary Stroke 36 tons Can one be overhauled while the other is at work Yes  
 Pumps connected to the Main Bilge Line { No. and Size 3 at 3 1/2 tons } one 8" + 8" + 10"  
 How driven Main Engines Auxiliary Engines  
 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.  
 Ballast Pumps, No. and size None Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 (one 40 tons one 8.6.10)  
 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 3 at 3 1/2" In Pump Room 4.3" off down 2.3"  
 in Holds, etc. 2. 2 1/2" Tanks. 2. 8" in each  
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2. 6"  
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces  
 and 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 Both  
 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  
 That pipes pass through the bunkers None How are they protected  
 That 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 Yes 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. — No. of stages — Diameters — Stroke — Driven by —  
 Auxiliary Air Compressors, No. Two No. of stages 2 DA Diameters 5" 11" Stroke 4" Driven by Steam Engine  
 Small Auxiliary Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by —  
 Scavenging Air Pumps, No. — Diameter — Stroke — Driven by —

Auxiliary Engines crank shafts, diameter as per Rule No. —  
 as fitted — Position —



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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 and cleaned *Yes* Is a drain fitted at the lowest part of each receiver *Yes*

High Pressure Air Receivers, No. *None* 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. *2* Total cubic capacity *800 CF* Internal diameter *5'-10 1/4"* thickness *15/16"*

Seamless, lap welded or riveted longitudinal joint *TRIPS* Material *S* Range of tensile strength *29-33* Working pressure by Rules *357* Actual

IS A DONKEY BOILER FITTED? *Yes* If so, is a report now forwarded? *Yes*

Is the donkey boiler intended to be used for domestic purposes only *No*

PLANS. Are approved plans forwarded herewith for Shafting *Yes* Receivers *Yes* Separate Fuel Tanks *Yes*

Donkey Boilers *Yes* General Pumping Arrangements *Yes* Pumping Arrangements in Machinery Space *—*

Oil Fuel Burning Arrangements *Yes*

### SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes*

State the principal additional spare gear supplied

*One complete Propeller shaft (continuum turn) stamped  
LR 6430 WGM. 19. 4. 37 one Cast Iron Propeller*

The foregoing is a correct description,  
For JOHN G. KINCAID & CO. LIMITED.

*Robert Green*

Director, Manufacturer.

Dates of Survey while building { During progress of work in shops-- (1934) Feb. 19-26. MAR. 24. APR. 1-8-21-22 MAY 12 14-21-22-28 JUNE 1-9-11-15-26-29 JULY 28-30-31 AUG. 10-14-20 SEPT. 3-4-9-22-26 OCT. 1-19-21-29 NOV. 4-11-13-16-25 DEC. 1-8-15-22-29  
During erection on board vessel-- (1934) JAN. 4-12-14-25-29 FEB. 3-10-15-22-23 MAR. 2-5-11-12-22-23-24-29 APR. 1-2-6-7-14-19-23-24-29 MAY 1-4-5-4-8-10-11-13-14-20-31 JUNE 1-2-4-8-10-16-14-21  
Total No. of visits *88*

Dates of Examination of principal parts—Cylinders *13-3-34* Covers *13-3-34* Pistons *5-3-34* Rods *11-3-34* Connecting rods *15-3-34*

Crank shaft *5-3-34* Flywheel shaft *✓* Thrust shaft *23-3-34* Intermediate shafts *29-4-37* Tube shaft *✓*

Screw shaft *19-4-37* Propeller *19-4-37* Stern tube *7-4-37* Engine seatings *see 4th Rpt* Engines holding down bolts *2-6-37*

Completion of fitting sea connections *see 4th Rpt* Completion of pumping arrangements *21-6-37* Engines tried under working conditions *21-6-37*

Crank shaft, Material *S* Identification Mark *LR 1098 WGM* Flywheel shaft, Material *✓* Identification Mark *✓*

Thrust shaft, Material *S* Identification Mark *LR 6430 WGM* Intermediate shafts, Material *S* Identification Marks *LR 6254 WGM*

Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *S* Identification Mark *LR 6430 WGM*

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 *✓*

If so, have the requirements of the Rules been complied with *Yes*

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 *Yes* If so, state name of vessel *Sau Balto Rpt. N: 20318*

General Remarks (State quality of workmanship, opinions as to class, &c. *These Ben Guin Boilers have been*

*built under Special Survey in accordance with the approved plans  
• the workmanship & material are of good quality. They have been carefully  
fitted on board, tried under working conditions & found satisfactory  
The Machinery is eligible in my opinion for the record + LMC 6.  
(Notation of Donkey Boilers 180lb)*

The amount of Entry Fee .. £ 6 : - : When applied for,  
Special ... £ 100 : 3 : 26th JUNE 1934  
Donkey Boiler Fee ... £ 22 : 10 : When received,  
*see 4th Rpt* (if any) £ 8 : 8 : 29. 6. 37

Committee's Minute

Assigned *+ L.M.C. 6. 37.*

*2 D.B. - 180 lb.*

*W. Gordon Macleod*  
Engineer Surveyor to Lloyd's Register of Shipping.



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