

REPORT ON OIL ENGINE MACHINERY.

Received at London Office

JUN 30 1937

Date of writing Report 28. 4. 1937 When handed in at Local Office 26-6-1937 Port of Cremorne

No. in Survey held at Cremorne Date, First Survey 19th FEBRUARY 1936 Last Survey 21-6-1937

Reg. Book 90270 on the Single Screw vessel M/S 'San Giovanni' Number of Visits 88 Tons {Gross 8000 Net 4767

Built at Shanghai By whom built Wrightwood & Co Ltd Yard No. 415 When built 1937

Engines made at Cremorne By whom made John & Nucleo 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

ALL 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 Rm Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 8 HH Is there a bearing between each crank Yes

Revolutions per minute 112 Flywheel dia. 2219 mm Weight 2.9 tons Means of ignition Compression Kind of fuel used Diesel

Crank Shaft, dia. of journals as per Rule 436 mm as fitted 460 mm Crank pin dia. 460 mm Crank Webs Mid. length breadth shrunk Thickness parallel to axis 264 mm Thickness around eye-hole 205 mm

Flywheel Shaft, diameter as per Rule 436 mm as fitted 18 1/4" Intermediate Shafts, diameter as per Rule 12.18 as fitted 21" Thrust Shaft, diameter at collars as per Rule 12.8 as fitted 18 1/4"

Tube Shaft, diameter as per Rule shrunk as fitted shrunk Screw Shaft, diameter as per Rule 13.5 as fitted 18" Is the tube shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule .42 as fitted 1/8" Thickness between bushes as per rule .54 as fitted 11/16" 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 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 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 declutched Yes Means of lubrication Forced

Thickness of cylinder liners 40.48 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 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" } { one 8' + 8' + 10' } { How driven Main Engine } { Auxiliary Engine }

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 1/2 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" Cofferdam 2.3"

In Holds, &c. 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 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 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

How are they protected 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 —

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

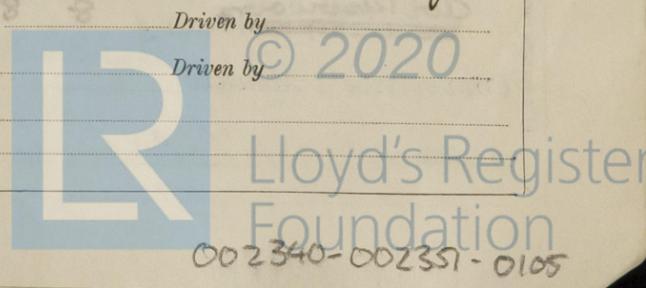
Main Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by —

Auxiliary Air Compressors, No. Two No. of stages 2 DA Diameters 5 1/2" 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 — as fitted — No. — Position —



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 SM 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 (If not, state date of approval) 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. 2, 9, 16, 23, 30 }
{ During erection on board vessel-- (1934) Jan. 4, 12, 14, 25, 24, 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, 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 23-3-34 Covers 23-3-34 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 7-4-34 Engine seatings see list Engines holding down bolts 2-6-37

Completion of fitting sea connections see list Completion of pumping arrangements 21-6-37 Engines tried under working conditions 21-6-37

Crank shaft, Material S Identification Mark LR 1108 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 Balsto Reg. No. 20318

General Remarks (State quality of workmanship, opinions as to class, &c. These Benquin Boilers have been built under Special Survey in accordance with the approved plans & the workmanship & material are of good quality. They have been examined & fitted on board, tried under working conditions & found satisfactory. The Machinery is eligible in my opinion for the record. ✕ L.M.C. 6. 37 (Notation of Donkey Boilers 180lb)

Certificate (if required) to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee .. £ 6 : - : When applied for,
Special £ 100 : 3 : 26th JUN 1934
Donkey Boiler Fee ... £ 22 : 10 : When received,
See Receipt (if any) £ 8 : 8 : 29.6.37

GLASGOW 29 JUN 1937

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.

