

# REPORT ON OIL ENGINE MACHINERY.

No. 5168

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Report 15-5-1954 When handed in at Local Office 19 Port of NAPLES.

Survey held at NAPLES. Date, First Survey 10th June 53 Last Survey 8th May 1954  
Number of VisitsSingle in the Main Engine  
Screw vessel M/V "ROSA PELLEGRINO" Tons Gross  
Net

Built at Turin By whom built Cantieri Navali Pellegrino Yard No. 94 When built 1954

By whom made Soc, Anon, "FIAT" S.G.M. Engine No. 3736 When made 1953

Made at Genoa. By whom made Soc, An, Cooperativa di Produzione. Boiler No. 686/7 When made 1953

Power 1050 Owners. Ciro Pellegrino e Figlio. Port belonging to Naples.

As per Rule 210 Is Refrigerating Machinery fitted for cargo purposes. No Is Electric Light fitted. Yes

Which vessel is intended. Carrying Petroleum in Bulk.

VES, &amp;c. — Type of Engines Please see Gen. Rpt. N° 19475 2 or 4 stroke cycle = Single or double acting =

Pressure in cylinders = Diameter of cylinders = Length of stroke = No. of cylinders = No. of cranks =

Rated Pressure = Ahead Firing Order in Cylinders = Span of bearings, adjacent to the crank, measured

Edge to inner edge = Is there a bearing between each crank = Revolutions per minute =

Weight = Moment of inertia of flywheel (10 lbs. in<sup>2</sup> or Kg. cm.<sup>2</sup>) = Means of ignition = Kind of fuel used =

Mid forged dia. of journals as per Rule = Crank pin dia. = Crank webs Mid. length breadth = Thickness parallel to axis =

Built dia. of journals as fitted = Crank webs Mid. length thickness = shrunk Thickness around eyehole =

Aft, diameter as per Rule = Intermediate Shafts, diameter as per Rule = Thrust Shaft, diameter at collars as fitted =

Screw Shaft, diameter as per Rule = Is the shaft fitted with a continuous liner (screw) Yes 

Bushes, thickness in way of bushes as per Rule. App. Thickness between bushes as per Rule. App. Is the after end of the liner made watertight in the

Yes  If the liner is in more than one length are the junctions made by fusion through the whole thickness of 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-

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

Shaft. No If so, state type = Length of bearing in Stern Bush next to and supporting propeller 800 mm

Dia. 2600 mm Pitch 1560 mm No. of blades 3 Material MB whether moveable No Total developed surface 2.68 sq. feet

Moment of inertia of propeller (10 lbs. in<sup>2</sup> or Kg. cm.<sup>2</sup>) 5788.5 Kind of damper, if fitted =Reversing Engines Direct  Is a governor or other arrangement fitted to prevent racing of the engine ~~when disconnected~~ Yes  Means ofForced Thickness of cylinder liners 20 mm Are the cylinders fitted with safety valves Yes  Are the exhaust pipes and silencers water cooled

With non-conducting material Lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

Engine = Cooling Water Pumps, No. 3 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes As worked from the Main Engines, No. One  Diameter 100 mm Stroke 120 mm Can one be overhauled while the other is at work =Connected to the Main Bilge Line No. and size 2 at 42t/hr.  1 at 13 T/hr.  How driven Belt Axy. Eng. M.E. Steam.Is 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 pumpingPumps, No. and size 1 à 50 T/hr.  Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 à 47T/hr 2 à 55T/hrIndependent means arranged for circulating water through the Oil Cooler Yes  Suctions, connected to both main bilge pumps and auxiliaryIn machinery spaces 1 à 100.5 mm  1 à 33 mm  1 à 89 mm In pump room 3 à 61mm aft c'dm.2 à 70, 1 à 105mm & pump rm. // 2 à 76, 1 à 52mm Fwd. C'dm. 3 à 33mm Fwd Hold à Chain locker At Power Pump Direct Suctions to the engine room bilges, No. and size 1 à 100.5 mm  1 à 125mm. Bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes  Are the bilge suction in the machinery spaces led from easilyStrum-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes Connections fitted direct on the skin of the Ship Yes  Are they fitted with valves or cocks Valves  Are they fixedHigh 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 Which 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 =

Have they been tested as per Rule =

Yes 

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

from one compartment to another Yes  Is the shaft tunnel watertight. None  Is it fitted with a watertight door No  worked from =

vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork =

Compressors, No. Two  No. of stages 2 diameters 130/54 stroke 100 mm driven by Diesel Axy.

Air Compressors, No. No. of stages diameters stroke driven by

Auxiliary Air Compressors, No. No. of stages diameters stroke driven by

Provision is made for first charging the air receivers The above Diesel Auxys. may be started by hand.

Air Pumps, No. diameter stroke driven by

Engines crank shafts, diameter as per Rule. App. No. 2 à 24 BHP 1 à 10 BHP.

as fitted 2 à 65/78 mm 1 à 60/73 mm Position P &amp; S Fwd. P. Aft.

auxiliary engines been constructed under special supervision Yes  Is a report sent herewith Gen Rpts 19472/395  
23/7/54  
75  
P. 1011010 89300-0101  
007357-003368-0101

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AIR RECEIVERS:—Have they been made under survey..... State No. of report or certificate.....

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.....

Injection Air Receivers, No..... Cubic capacity of each..... Internal diameter..... thickness.....

Seamless, welded or riveted longitudinal joint..... Material..... Range of tensile strength..... Working pressure.....

Starting Air Receivers, No..... Total cubic capacity..... Internal diameter..... thickness.....

Seamless, welded or riveted longitudinal joint..... Material..... Range of tensile strength..... Working pressure.....

IS A DONKEY BOILER FITTED Two..... If so, is a report now forwarded For installation Yes

Is the donkey boiler intended to be used for domestic purposes only No Windlass & Emergency Dynamo.

PLANS. Are approved plans forwarded herewith for shafting No Receivers No Separate fu.....

Donkey boilers No General pumping arrangements Yes Pumping arrangements in machinery space Yes

Oil fuel burning arrangements Yes

Have Torsional Vibration characteristics been approved Yes Date of approval 4 = 5 = 53

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied.....

CANTIERE NAVALE ELLERINO  
11-Direttore  
(coll. Ing. Ettore Sirtacchi)

The foregoing is a correct description, *Luigi Sirtacchi* SHIP BUILDER  
Manufacturer.

Dates of Survey while building { During progress of work in shops - - }  
{ During erection on board vessel - - } 10 = 6 = 53 to 8 = 5 = 54  
Total No. of visits 21

Dates of examination of principal parts—Cylinders..... Covers..... Pistons..... Rods..... Connecting rods.....

Crank shaft..... Flywheel shaft..... Thrust shaft..... Intermediate shafts 24 = 6 = 53 tube shaft.....

Screw shaft 16/11/53 Propeller 16/11/53 Stern tube 16/7/53 Engine seatings 20/3/53 Engine holding down bolts.....

Completion of fitting sea connections 28/1/54 Completion of pumping arrangements 8/3/54 Engines tried under working conditions.....

Crank shaft, material..... Identification mark..... Flywheel shaft, material..... Identification mark.....

Thrust shaft, material..... Identification mark..... Intermediate shafts, material E.F. Steel Identification mark.....

Tube shaft, material..... Identification mark..... Screw shaft, material E.F. Steel Identification mark.....

Identification marks on air receivers.....

Welded receivers, state Makers' Name.....

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 ✓

Description of fire extinguishing apparatus fitted CO2 Battery operated from deck. 2 CO2 & 6 Foam Extinguisher

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 machinery of this vessel has been  
under Special Survey in accordance with the Society's Rules, the approved plans and the Sec  
letters. The materials and workmanship are good. The machinery has been tried under workin  
conditions and at sea with satisfactory results, torsionograph records have been taken of the  
installation at sea. A notice board has been fitted at the control station stating that the  
is not to be run continuously between 95 & 116 RPM and the engine tachometer has been mark  
accordingly. The machinery of this vessel is eligible in our opinion to have the record of  
+LMC 5.54 OIL ENGINE made in the Register Book of the Society.

Copies (if required) to be sent to Committee's Minute.

Full fee 165,000 Lt. Less 15%  
The amount of Entry Fee 140,250  
OFFICE & CAR FUND. 14025  
Rev. TAX. 4628  
Donkey Boiler Fee...  
Travelling Expenses (if any) £

When applied for 19  
When received 19  
FRIDAY 1 OCT 1954

*E.F. Butler*  
Engineer Surveyor to Lloyd's Register of

Assigned +LMC 5.54 (with Torsional End)  
2 DB 185 ll.  
CL.

