

## REPORT ON OIL ENGINE MACHINERY.

No. 7237

Date of writing Report *23 July 26* When handed in at Local Office *9/8/26* Port of *Trieste*  
 No. in Survey held at *Trieste* Date, First Survey *26/9/1925* Last Survey *27 July 1926*  
 Reg. Book. *40061* on the *Single* *Trieste* *Monte Piana* *5890* Tons: Gross *3715* Net  
 Built at *Monfalcone* By whom built *Cantiere Navale Triestino* Yard No. *156* When built *1926*  
 Engines made at *Trieste* By whom made *Stabilimento Tecnico Triestino* Engine No. *5031* When made *1926*  
 Donkey Boilers made at *Alman* By whom made *Cochran & Co. Ltd* Boiler No. *9707* When made *1925*  
 Brake Horse Power *4891* Owners *Nav. Gen. Jurdinich Inc. in Ajaccio* Port belonging to *Trieste*  
 Is Refrigerating Machinery fitted for cargo purposes *No.* Is Electric Light fitted *Yes.*

GINES, &c. Type of Engines *Burmeister & Wain Diesel* 2 or 4 stroke cycle *4* Single or double acting *Single*  
 Pressure in cylinders *35 Kg/cm<sup>2</sup>* No. of cylinders *6* Diameter of cylinders *740* No. of cranks *6* Length of stroke *1500*  
 Rings, adjacent to the Crank, measured from inner edge to inner edge *1004* Is there a bearing between each crank *Yes.*  
 per minute *95* Flywheel dia. *2900* Weight *18600* Means of ignition *Compression* Kind of fuel used *Diesel oil.*  
 aft, dia. of journals *470* as per Rule *472* Crank pin dia. *472* Crank Webs *450* Mid. length breadth *310* Thickness parallel to axis *310*  
 Shafts, diameter *470* as per Rule *472* Intermediate Shafts, diameter *317* as per Rule *317* Thrust Shaft, diameter at collars *333* as per Rule *333*  
 as fitted *472* as fitted *317* as fitted *333*  
 as per Rule *18.25* as fitted *19* Thickness between bushes *13.4* as per rule *15.75* Is the after end of the liner made watertight in the  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner *Yes.*  
 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  
 Is an approved Oil Gland or other appliance fitted at the after

Length of Bearing in Stern Bush next to and supporting propeller *1450*  
 Pitch *3440* No. of blades *4* Material *Brass* whether Moveable *Yes.* Total Developed Surface *6.72* sq. ft.  
 of reversing Engine *Comp. Air (Pumps)* Is a governor or other arrangement fitted to prevent racing of the engine when detached *Yes.* Means of lubrication  
 Thickness of cylinder liners *58.5/41* Are the cylinders fitted with safety valves *Yes.* Are the exhaust pipes and silencers water cooled or lagged with  
 If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine *Yes.*  
 Water Pumps, No. *2 centrifugal* Is the sea suction provided with an efficient strainer which can be cleared within the vessel *Yes.*  
 mps fitted to the Main Engines, No. *2* Diameter *160* Stroke *220* Can one be overhauled while the other is at work *Yes.*  
 connected to the Main Bilge Line { No. and Size *1 duplex 140 x 150: 1 duplex 170 x 150: 1 duplex 300 x 300.*  
 How driven *Electric motor.*

Pumps, No. and size *1 duplex 300 x 300.* Lubricating Oil Pumps, including Spare Pump, No. and size *2 @ 30 tons per hour*  
 independent means arranged for circulating water through the Oil Cooler *Not fitted* Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
 to, and size:—In Engine and Boiler Room *2 @ 90: 2 @ 90 in cofferdams: 1 @ 90 in Tunnel well.*  
 &c. *Forward 6 @ 3 1/2: 2 @ 4 in deep tanks: aft 5 @ 3 1/2*

dent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *2 @ 90 to bilge pumps. 1 @ 180 to ballast pump.*  
 Are the Bilge Suctions in the Machinery Space  
 easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges *Yes.*  
 ea Connections fitted direct on the skin of the ship *Yes.* Are they fitted with Valves or Cocks *Valves.*  
 sized 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*  
 each fitted with a Discharge Valve always accessible on the plating of the vessel *Yes.* Are the Blow Off *VALVE* fitted with a spigot and brass covering plate *Yes.*  
 es pass through the bunkers *Yes.* How are they protected *Yes.*  
 es pass through the deep tanks *Yes.* Have they been tested as per Rule *Yes.*

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *Yes.*  
 rangement 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  
 vent to another *Yes.* Is the Shaft Tunnel watertight *See hull Report* Is it fitted with a watertight door *Yes.* worked from *top platform*  
 d vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

ir Compressors, No. *1* No. of stages *3* Diameters *150: 675: 150* Stroke *480* Driven by *Main crank shaft.*  
 ry Air Compressors, No. *1 each 4000 (3)* No. of stages *3* Diameters *322: 288: 79* Stroke *170* Driven by *2 eff. Diesel Engines*  
 Auxiliary Air Compressors, No. *1* No. of stages *2* Diameters *80 x 32* Stroke *140* Driven by *Hand.*  
 ing Air Pumps, No. *1* Diameter *150* Stroke *150* Driven by *Hand.*

ry Engines crank shafts, diameter *as per Rule* *General engines Nos. 666, 671 & 677 built by A.E.G. Berlin*  
 as fitted *Alast bottles marked Nos. 101, 103 & 121 - L10103 TEST - 1850 lbs. WP 925 lbs. - H3 - 1/8/25*

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule *Yes.* Starting air receivers & Aux. blast bottles  
 internal surfaces of the receivers be examined *Yes.* What means are provided for cleaning their inner surfaces *Flange top & bottom*  
 a drain arrangement fitted at the lowest part of each receiver *Yes.*  
 Pressure Air Receivers, No. *3 Main + 3 Aux* Cubic capacity of each *2 @ 500 litres* Internal diameter *480* thickness *20*  
 lap welded or riveted longitudinal joint *Seamless* Material *S* Range of tensile strength *44-50.5* Working pressure by Rules *20.6*  
 g Air Receivers, No. *2* Total cubic capacity *30 m<sup>3</sup>* Internal diameter *1953* thickness *26.5*  
 lap welded or riveted longitudinal joint *Welded* Material *S* Range of tensile strength *44-50.5* Working pressure by Rules *25 Kg/cm<sup>2</sup>*



IS A DONKEY BOILER FITTED?  
HYDRAULIC TESTS:-

Yes.

If so, is a report now forwarded?

Yes.

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	16/10/25 - 21/1/26	35 kg/cm <sup>2</sup>	60 kg/cm <sup>2</sup>	Colb	Plain form turned
COVERS	24/11/25 - 21/1/26	" "	" "	Colb	Tested 3 kg/cm <sup>2</sup> in wa
JACKETS	14/1/26 & 21/1/26	1.5 " "	3 " "	Colb	
PISTON WATER PASSAGES	23/1/26 - 18/2/26	" "	10 " "	Colb	
MAIN COMPRESSORS—1st STAGE	2/12/25 - 26/1/26	4.5 " "	10 " "	Colb W.L.	Water circulation passages tested 3 kg/cm <sup>2</sup>
2nd	20/1/26 - 28/1/26	20 " "	40 " "	Colb W.L.	
3rd	27/1/25 - 16/1/26	6.5 " "	130 " "	Colb W.L.	
AIR RECEIVERS—STARTING	10/3/26 & 12/3/26	25 " "	39 " "	Colb	
INJECTION	9/9/25 - 24/8/25	65 " "	2150 lb " "	Colb L.P.	
AIR PIPES	24/2/26 - 15/7/26	25 & 65 " "	50-130 kg/cm <sup>2</sup>	Colb L.P.	
FUEL PIPES	14/1/26 - 15/7/26	65 " "	130 " "	Colb	
FUEL PUMPS	12/1/26	" "	" "	Colb	
SILENCER	24/3/26	" "	3.5 " "	Colb	
WATER JACKET					
SEPARATE FUEL TANKS	10/3/26 & 12/3/26	depth of tanks 15' 11" 0"		Colb	

PLANS. Are approved plans forwarded herewith for Shafthng (If not, state date of approval) Receivers Oil Fuel Burning Arrangements

Donkey Boilers  
SPARE GEAR

See attached List.

DUAL CLASS  
L.R. & R.I.

The foregoing is a correct description,  
Stabilimento Tecnico Triestino  
Fabbrica macchine S. Andrea - Trieste

Manufacturer.

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

See attached list

Dates of Examination of principal parts—Cylinders 16/10/25 21/1/26 Covers 24/11/25 21/1/26 Pistons 23/1/26 18/2/26 Rods 22/6/25 3/12/25 Connecting rods 25/1/26  
Crank shaft 28/10/25 Flywheel shaft and Thrust shaft 3/11/26 Intermediate shafts 3/11/26 Tube shaft  
Screw shaft 3/11/25 Propeller 9/7/26 Stern tube 22/10/25 Engine seatings 23/4/26 Engines holding down bolts 21/7/26  
Completion of fitting sea connections 22/10/25 Completion of pumping arrangements 21/7/26 Engines tried under working conditions 24/7/26  
Crank shaft, Material S.M. Super steel Identification Mark 92.93 & 94 Flywheel shaft, Material S.M. Super steel Identification Mark 104-3  
Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks 96/103-  
Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark 95-8/11

Is the flash point of the oil to be used over 150° F.

Yes.

Is this machinery duplicate of a previous case

Yes.

If so, state name of vessel

"Col di Lana"

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

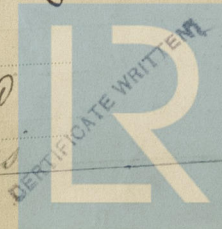
The machinery of this vessel has been built under special supervision. The material and workmanship are good. On completion it has been tried under full working conditions with satisfactory result. The manoeuvring trials have been carried out in accordance with the Rules. The machinery of this vessel is in our opinion eligible to have in the Register Book the word of + LMC 7.2. re. shafting see Secretary letter 20th July 1926

The amount of Entry Fee ... £7 749 : When applied for, Aug 10 1926  
Special ... £15.986 :  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) £7 560- : When received, 25/11/26

TUE. 17 AUG 1926

Committee's Minute

Geo. Menas & R. Rappaport  
Engineer Surveyor to Lloyd's Register of Shipping



© 2020

Lloyd's Register Foundation