

REPORT ON OIL ENGINE MACHINERY.

No. 13395

Received at London Office

Date of writing Report 4-4-34 19 When handed in at Local Office 18-5-34 19 Port of Genoa 22 MAY 1934

No. in Survey held at Turin Date, First Survey 13/6/30 Last Survey 1/3/1934. Number of Visits 69

On the Single Screw vessel Tons Gross Net Built at Palermo By whom built Cantieri Navali Riuniti Yard No. 111 When built Engines made at Turin By whom made FIAT Stabilimento Grandi Motori Engine No. 1715 When made 1934 Donkey Boilers made at By whom made Boiler No. When made Brake Horse Power 3200 Owners Port belonging to Nom. Horse Power as per Rule 913 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Trade for which vessel is intended

MAIN ENGINES, &c.—Type of Engines FIAT L. 756 2 or 4 stroke cycle 2 Single or double acting Single Maximum pressure in cylinders 35 kgs/sq. cm. Diameter of cylinders 750 mm Length of stroke 1250 mm No. of cylinders 6 No. of cranks 6 Mean of bearings, adjacent to the Crank, measured from inner edge to inner edge 1050 mm Is there a bearing between each crank Yes Revolutions per minute 95 Flywheel dia. 3100 mm Weight 14500 kgs Means of ignition Compression Kind of fuel used Diesel Oil Crank Shaft, dia. of journals as per Rule 456.4 mm as fitted 500 mm Crank pin dia. 500 mm Crank Webs Mid. length breadth 650 mm Thickness parallel to axis as fitted 310 mm Mid. length thickness 310 mm Thickness around eyehole Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted Propeller Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per rule as fitted Is the after end of the liner made watertight in the propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner 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 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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller

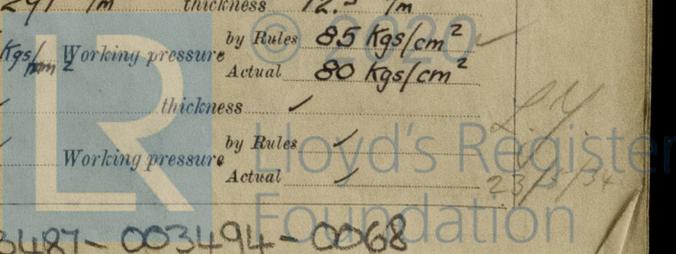
Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when detached Yes Means of lubrication used Thickness of cylinder liners 55 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with conducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Boiling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel 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 How driven Fast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge pumps, No. and size:—In Machinery Spaces In Pump Room Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size All the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges All Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Are the Overboard Discharges above or below the deep water line they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate at pipes pass through the bunkers How are they protected that pipes pass through the deep tanks Have they been tested as per Rule

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from 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 No. of stages Three Diameters 760/670/150 Stroke 920 mm Driven by Main Engine Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by Small Auxiliary Air Compressors, No. One No. of stages Two Diameters 90/30 Stroke 80 mm Driven by Diesel Engine scavenging Air Pumps, No. One Diameter Two cyl. tandem 1250 mm Stroke 920 mm Driven by Main Engine Auxiliary Engines crank shafts, diameter as per Rule 70.6 mm as fitted 80 mm No.— One Position—

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule No Is a drain fitted at the lowest part of each receiver High Pressure Air Receivers, No. Two Cubic capacity of each 150 litres Internal diameter 291 mm thickness 12.5 mm unless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 46.4/47.6 kgs/cm² Working pressure by Rules 85 kgs/cm² Actual 80 kgs/cm² Starting Air Receivers, No. Total cubic capacity Internal diameter thickness unless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual



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IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 9/5/30 Receivers 22/3/27 Separate Tanks
(If not, state date of approval)
 Donkey Boilers General Pumping Arrangements Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

To be placed on board at Palermo

The foregoing is a correct description,

FIAT
 STABILIMENTO GRANDI MOTORI
 Il Direttore
 ING. GIOVANNI CHIESA

Ingeniere

Manufacturer.

Dates of Survey while building
 During progress of work in shops - 1930: June 13, 24; July 29; Aug. 26; Sept. 30; Oct. 14; Nov. 14, 19, 21, 25; Dec. 16, 19, 23; 1931 Jan. 2, 7, 13, 16, 20, 27; Feb. 10, 13, 18, 20, 24, 27; Mar. 3, 10, 13, 27; April. 3, 7, 17, 22, 24, 28; May 5, 8, 15, 19, 22, 26; June 2, 9, 19, 27; July 10, 14, 17, 24, 28, 31; Aug. 4, 28; 1932 Jan. 19, 26; Feb. 26; Mar. 30; April 29; Aug. 10
 During erection on board vessel - 1933 Feb. 28; Mar. 15, 24; April 14; Oct. 18; 1934 Feb. 15, 23; Mar. 1.
 Total No. of visits 69

Dates of Examination of principal parts - Cylinders 13.2.31 Covers 18.2.31 Pistons 2.1.31 Rods 19.12.30 Connecting rods 10.2.31
 Crank shaft 28.8.30 Flywheel shaft Thrust shaft Intermediate shafts Tube shaft
 Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts
 Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions
 Crank shaft, Material Steel Identification Mark 5777 U.P. 28.7.30 Flywheel shaft, Material Identification Mark
 Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks
 Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Is the flash point of the oil to be used over 150° F.
 Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with
 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 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 under Special Survey of tested materials and is in accordance with the Secretary's letters, approved plans and Rule requirements.

The materials and workmanship are good and the engines when tried on the test bed were found to work satisfactorily.

The Machinery has now been forwarded to Palermo where it will be fitted on board the M/V "III" and had the machinery been fitted on board a vessel classed with this Society, in accordance with the requirements of the Rules, a notation of +LMC (with date) could in our opinion, have been assigned.

The amount of Entry Fee .. £
 Special ... £12,085 : When applied for, 18.5.1933
 Donkey Boiler Fee ... £
 Travelling Expenses (if any) £19,350 : When received, 13.8.34

D. L. Griffith. G. de C. Ballardie
 Engineer/Surveyors to Lloyd's Register of Shipping.

Committee's Minute

TUE. 29 JAN 1935

Assigned

Not for Classing Committee

See for 13728



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