

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 10878

Received at London Office

10 JUN 1929

Date of writing Report 7/6/29 When handed in at Local Office 8/7/29 Port of GENOA
 Date, First Survey 16-2-1928 Last Survey 1-6-1929
 (Number of Visits 64)
 Survey held at GENOA
 on the "ATTIVITA"
 built at VANCOUVER, B.C. By whom built J. COUGHLAN & SONS Yard No. ✓
 Engines made at TRIESTE By whom made STABILIMENTO TECNICO TRIESTINO Engine No. ✓
 Boilers made at SPOKANE, WASH. U.S.A. By whom made HALLIDIE CO. LTD. Boiler No. ✓ when made 1919
 Registered Horse Power 55 Owners LLOYD OIL PACIFIC CO. Port belonging to SAVONA
 Nom. Horse Power as per Rule 180 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES
 Trade for which Vessel is intended GENERAL CARGO TRADE. SOUTH AMERICA.

Engines, &c.—Description of Engines TRIPLE EXPANSION, DIRECT ACTING, INVERTED. Revs. per minute 85
 Dia. of Cylinders 26.431" 7.3" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 14.8" as per Rule 13.83" Crank pin dia. 14.75" Crank webs 34" Mid. length breadth 20.78" Thickness parallel to axis 9.25"
 Intermediate Shafts, diameter 13.16" as per Rule 13.83" Thrust shaft, diameter at collars 14.56" as fitted 14.56" Thickness around eye-hole 5.75"
 Tube Shafts, diameter 14.66" as per Rule 14.66" Is the tube shaft fitted with a continuous liner YES
 Screw Shaft, diameter 14.66" as fitted 14.66" Is the screw shaft fitted with a continuous liner YES
 Bronze Liners, thickness in way of bushes 0.70" as per Rule 0.70" Thickness between bushes 0.63" as fitted 0.63" 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
 end of the tube shaft NO Length of Bearing in Stern Bush next to and supporting propeller 6-0 1/2"

Propeller, dia. 17.64" Pitch 18-8" No. of Blades 4 Material CAST IRON whether Moveable NO Total Developed Surface 110.7 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 26 INCHES Can one be overhauled while the other is at work YES
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 26 INCHES Can one be overhauled while the other is at work YES
 Feed Pumps { No. and size THREE 12" X 12" DUPLEX Pumps connected to the Main Bilge Line { No. and size THREE 12" X 12" DUPLEX
 How driven STEAM How driven STEAM
 Ballast Pumps, No. and size ONE 12" X 12" DUPLEX Lubricating Oil Pumps, including Spare Pump, No. and size FOUR 3 1/2" DIAMETER
 Are two independent means arranged for circulating water through the Oil Cooler YES Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps; In Engine and Boiler Room FOUR 3 1/2" DIAMETER In Holds, &c. FORE PEAK ONE 3" DIA. FORWARD HOLDS SIX 3 1/2" DIAMETER. AFT HOLDS FOUR 3 1/2" DIAMETER. TUNNEL ONE 3 1/2" DIAMETER. AFT PEAK ONE 3" DIAMETER.

Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE 10" DIA. TWO 3 1/2" DIA. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ONE 10" DIA.
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bones YES
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight lead 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 stokehold 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
 What Pipes pass through the bunkers YES How are they protected BY A 3" DIA. PIPE
 What pipes pass through the deep tanks YES 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 YES Is it fitted with a watertight door YES worked from MAIN DECK

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 3,500 SQ. FT. Working Pressure 150 LBS.
 Is Forced Draft fitted YES No. and Description of Boilers 3 SINGLE ENDED
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES
 IS A DONKEY BOILER FITTED? YES If so, is a report now forwarded? YES
 PLANS. Are approved plans forwarded herewith for Shafting YES Main Boilers YES Auxiliary Boilers YES Donkey Boilers YES
 Superheaters YES General Pumping Arrangements YES Oil fuel Burning Piping Arrangements YES

SPARE GEAR. State the articles supplied:—
 1. CONNECTING ROD TOP END BOLTS AND NUTS.
 2. CONNECTING ROD BOTTOM END BOLTS AND NUTS.
 2. MAIN BEARING BOLTS.
 1. SET OF COUPLING BOLTS.
 1. SET OF FEED AND BILGE PUMP VALVES.
 1. PAIR OF BOTTOM END BRASSES.
 1. PAIR OF TOP END BRASSES.
 1. SET OF LINK BRASSES.
 1. SET OF FEED CHECK VALVES.
 6. GUNDER COVER STUDS.
 6. JUNE RING BOLTS.
 2. DOZEN PLAIN BOILER TUBES.
 4. DOZEN CONDENSER TUBES.
 1. SET OF SAFETY VALVE SPRINGS.
 2. QUANTITIES OF ASSORTED BOLTS AND NUTS.

The foregoing is a correct description,

Manufacturer.



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005132-005140-0265

*Dates
of Survey
while
building*

During erection on
board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders	30.8.28.	Slides	17.11.28.	Covers	30.8.28.
Pistons	30.8.28.	Piston Rods	27.12.28.	Connecting rods	27.12.28.
Crank shaft	10.4.28.	Thrust shaft	10.4.29.	Intermediate shafts	22.3.29.
Tube shaft	✓	Screw shaft	3.1.29.	Propeller	11.2.29.
Stern tube	31/10/28. 27/11/28.	Engine and boiler seatings	10.12.28.	Engines holding down bolts	3.1.1929.
Completion of fitting sea connections					
Completion of pumping arrangements	11.5.1929.	Boilers fixed		Engines tried under steam	13.5.1929.
Main boiler safety valves adjusted	13.5.1929.	Thickness of adjusting washers	See Bu. 187.167	Conc Bu. 257.257	Port Bu. 197.207
Crank shaft material	STEEL.	Identification Mark	LOYDS M.B. 10-13.	Thrust shaft material	STEEL.
Identification Mark				Identification Mark	LOYDS M.B. 10-13.
Intermediate shafts, material	STEEL.	Identification Marks	AB.2/56.	Tube shaft, material	—
Identification Marks				Identification Mark	—
Screw shaft, material	STEEL	Identification Mark	AB.5741.	Steam Pipes, material	—
Identification Mark				Test pressure	—
Is an installation fitted for burning oil fuel	No.	Is the flash point of the oil to be used over 150°F.		Date of Test	✓
Have the requirements of the Rules for carrying and burning oil fuel 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 shore engine and the Port set in the "FLORONA", see
Tint's report to 464.

They have now been opened out completely, examined in detail and found satisfactory. They have also been satisfactorily fitted in front the "Attitude" and on completion tried under full power at 2500 and found in good and satisfactory condition.

In the opinion the Machinery is eligible to have
the notation made in the Register Book of. + LME 6-29.
+ N.E. '14 REPTED 6-29. TS cl. N. 6-29.
(see Secretary's letter 13. April 1928).

Six new lengths of Intermediate shifting and one new screw ship-fitter (see attached framing report).

The amount of Entry Fee

Special

Donkey/Boiler Fee

Travelling Expenses (if any) £

When applied for,

When received,

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 7 AUG 1929

Assigned

+ N. G. 15, refitted 6-29

General Office.

Certificate to be sent to

The Surveyors are requested not to write on or below the space for Committee's Minute.)

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