

REPORT ON OIL ENGINE MACHINERY.

No. 7385

Date of writing Report 15th Dec 1926 When handed in at Local Office Dec 28 1926 Port of Piase Received at London Office JAN 1927
 No. in Survey held at Switz Date, First Survey Sep 17, 1925 Last Survey Dec 19, 1926
 Reg. Book. 46434 Number of Visits 105

Single }
 Twin }
 Triple }
 Quadruple } Screw vessel "Marin Samud" Tons { Gross 5958
 Net 3454
 Built at Montfalcone By whom built Cantieri Navali Triestini Yard No. 158 When built 1926
 Engines made at Switz By whom made Stahlwerke Soc. Triestini Engine No. 5056 When made 1926
 Donkey Boilers made at Aunau By whom made Bochran sco sta Boiler No. 9708 When made 1925
 Brake Horse Power _____ Owners Soc. Veniziana di nav. a vapor Port belonging to Levico
 Nom. Horse Power as per Rule 489 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted yes
 Trade for which vessel is intended _____

OIL ENGINES, &c.—Type of Engines Buxentini & Waj Diesel 2 or 4 stroke cycle 4 Single or double acting Single
 Maximum pressure in cylinders 35 kg/cm² Diameter of cylinders 740 Length of stroke 1500 No. of cylinders 6 No. of cranks 6
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 1004 Is there a bearing between each crank yes
 Revolutions per minute 95 Flywheel dia. 2900 Weight 24,400 Means of ignition Compression Kind of fuel used Diesel oil
 Crank Shaft, dia. of journals as per Rule 470 Crank pin dia. 472 Crank Webs Mid. length breadth 460 Thickness parallel to axis 310
 as fitted 472 Mid. length thickness 310 shrunk Thickness around eyehole 195
 Flywheel Shaft, diameter as per Rule 470 Intermediate Shafts, diameter as per Rule 317 Thrust Shaft, diameter at collars as per Rule 333
 as fitted 472 as fitted 317 as fitted 333
 Tube Shaft, diameter as per Rule _____ Screw Shaft, diameter as per Rule 350 Is the tube shaft fitted with a continuous liner yes
 as fitted _____ as fitted 352 as fitted 13.5 Is the after end of the liner made watertight in the
 propeller boss yes Thickness between bushes as per rule 13.5 as fitted 12.5

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 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
 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
 end of the tube shaft Length of Bearing in Stern Bush next to and supporting propeller 1450
 Propeller, dia. 4720 Pitch 3440 No. of blades 4 Material Bronce whether Moveable Solid Total Developed Surface 6.42 sq. feet
 Method of reversing Engines Comp. Air (Bron) as a governor or other arrangement fitted to prevent racing of the engine when detached yes Means of lubrication
Snail Thickness of cylinder liners 53.5 Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with
 non-conducting material yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine to tunnel
 Cooling Water Pumps, No. 1 centrifugal (Bron) 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 160 Stroke 220 Can one be overhauled while the other is at work yes
 Pumps connected to the Main Bilge Line No. and Size 2 duplex 2190 x 150 1 duplex 300 x 300
 How driven _____

Ballast Pumps, No. and size 1 duplex 300 x 300 Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 30 tons per hour
 Are two independent means arranged for circulating water through the Oil Cooler not fitted Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 Pumps, No. and size:—In Machinery Spaces 2 @ 90 2 @ 90 in officers' mess, 1 @ 90 in thrust recess, 1 @ 90 in tunnel well
 In Holds, &c. 6 @ 3 1/2 in deep tank 4 @ 4" aft 4 @ 3 1/2" well in after hold 1 @ 3 1/2" _____
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 @ 90 to bilge pumps 1 @ 180 to ballast pumps
 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 valves
 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
 What pipes pass through the bunkers _____ How are they protected _____
 What pipes pass through the deep tanks _____ 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 see hull report Is it fitted with a watertight door yes worked from top platform

If 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. 1 No. of stages 3 Diameters 150, 675, 150 Stroke 480 Driven by crank shaft
 Auxiliary Air Compressors, No. 1 each Generators (3) of stages 3 Diameters 322, 288, 79 Stroke 140 Driven by 2 of Diesel engines
 Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 80 & 32 Stroke 140 Driven by hand
 Scavenging Air Pumps, No. _____ Diameter _____ Stroke _____ Driven by _____
 Auxiliary Engines crank shafts, diameter as per Rule Quadruple engines Nos. 681, 686 & 649 built by AEG, Berlin
 as fitted Black bolts marked Nos. 222, 110 & 117 respectively 1-1850 lbs - WP 925-1/8/25 - JL

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes Starting air receivers & Aux. Host bottles
 Can the internal surfaces of the receivers be examined yes What means are provided for cleaning their inner surfaces Removable covers
 Is there a drain arrangement fitted at the lowest part of each receiver yes
 High Pressure Air Receivers, No. 3 Main & 3 Aux Cubic capacity of each 2 @ 500 liters Internal diameter 480 thickness 15.3
250 Range of tensile strength 44-50.5 Working pressure by Rules 84.5
 Seamless, lap welded or riveted longitudinal joint Seamless Material S Working pressure by Rules 40.6
 Starting Air Receivers, No. 2 Total cubic capacity 309m³ Internal diameter 1953 thickness 26.5
 Seamless, lap welded or riveted longitudinal joint Riveted Material S Range of tensile strength 44-50 Working pressure by Rules 25

IS A DONKEY BOILER FITTED?

Yes.

If so, is a report now forwarded?

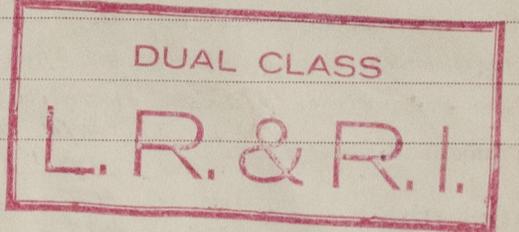
Yes.

PLANS. Are approved plans forwarded herewith for Shafting 14/8/26: 1/10/24 for 745/ Receivers 24/10/24 for S.T. 745/6 Separate Tanks 24/11/25 for S.T. 745/6
(If not, state date of approval)

Donkey Boilers Yes. General Pumping Arrangements Yes. In Donkey space 9/3/25 Oil Fuel Burning Arrangements 18/11/25 for S.T. 745/6

SPARE GEAR

See attached list.



The foregoing is a correct description,
STABILIMENTO TECNICO TRIESTINO

M. Lomb. P. ... 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 16/2/26 3/7/26 Covers 11/6/26 13/7/26 Pistons 18/5/26 16/4/26 Rods 9/4/25 10/5/26 Connecting rods 1/3/26
Crank shaft 9/2/26 Flywheel shaft and Thrust shaft 5/2/26 Intermediate shafts 5/2/26 Tube shaft
Screw shaft 5/2/26 Propeller 9/10/26 Stern tube 9/10/26 Engine seatings 13/9/26 Engines holding down bolts 24/11/26
Completion of fitting sea connections 4/12/26 Completion of pumping arrangements 7/12/26 Engines tried under working conditions 8/12/26
Crank shaft, Material S.M. Ingot steel Identification Mark 705 145/017 9/2/26 - N.S. Flywheel shaft, Material and Identification Mark
Thrust shaft, Material " " Identification Mark 143-5/2/26 N.S. Intermediate shafts, Material S.M. Ingot steel Identification Marks 138/142-5/2/26 - 134-5/2/26 - N.S.
Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark 162-17/3/26 - N.S.

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 Fella. Col di Lana etc.

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

The machinery of this vessel has been built under special survey and in accordance with the Rules. The materials and workmanship are good. On completion the machinery has been examined under full working conditions with satisfactory results. The manoeuvring trials have been satisfactorily carried out in accordance with the Rules.
The machinery of this vessel is eligible in my opinion to be classed in the Register Book with notation of +LMC 12.26.

Rate office

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

The amount of Entry Fee ... £ 575.-
Special ... £ 11.636.-
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 780.-
When applied for, Dec 31 1926
When received, 4/3/27

Committee's Minute
Assigned + L.M.C. 12.26
Oil Engines D.B. 100lb.

Prof. ... Engineer Surveyor to Lloyd's Register of Shipping.

