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REPORT ON OIL ENGINE MACHINERY.

No. 8158

Received at London Office

10 MAY 1945

Baltimore, Maryland

of writing Report. 13th Apr. 1945 When handed in at Local Office 15th Apr. 1945 Port of

Date, First Survey Sept. 1944 Last Survey January 17, 1945

Number of Visits 14

Single
Triple
Quadruple

Screw vessel

"LAVORO"

Tons Gross 7886
Net 4453

Trieste

By whom built Cantiere Riuniti Dell 'Adriatico

Yard No. 1212 When built 1938

Turin

By whom made Soc. An "FIAT" S.G.M.

Engine No. When made 1938

Boilers made at Trieste

By whom made Cantiere Riuniti Del 'Adriatico

Boiler No. 1213 When made 1938

Horse Power

Owners A. Lauro

Port belonging to Naples

Horse Power as per Rule 929.6

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

for which vessel is intended

Carrying Petroleum in bulk

ENGINES, &c.

Type of Engines

Heavy Oil

pressure in cylinders

950 lbs.

Diameter of cylinders

26.75

Length of stroke

43.3125

No. of cylinders

8

No. of cranks

8

bearings, adjacent to the Crank, measured from inner edge to inner edge

35.568"

Is there a bearing between each crank

Yes

as per minute

125

Flywheel dia.

Weight

Means of ignition Compression

Kind of fuel used

Heavy oil

shaft, dia. of journals

as per Rule

as fitted 17.675

Crank pin dia.

17.655"

Crank Webs

Mid. length breadth 24.93"

Thickness parallel to axis

Mid. length thickness 11.417"

Thickness around eyehole

Shaft, diameter

as per Rule

as fitted 17.75

Intermediate Shafts, diameter

as per Rule

as fitted 14.566

Thrust Shaft, diameter at collars

as per Rule

as fitted 47.637

shaft, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted 16.023

Is the

take

screw

shaft fitted with a continuous liner

Yes

liners, thickness in way of bushes

as per Rule

as fitted .7875

Thickness between bushes

as per Rule

as fitted .59

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

or 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

ers 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 5'10"

r, dia. 15'6"

Pitch 11'4"

No. of blades 4

Material Bronze

whether Moveable No

Total Developed Surface 72.53 sq. feet

of reversing Engines Comp. Air

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

Means of lubrication

Thickness of cylinder liners

1.5"

Are the cylinders fitted with safety valves

Yes

Are the exhaust pipes and silencers lagged with

ting 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

Water Pumps, No. One

One attached and one steam duplex F. W. jacket cooling

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Yes

ial arrangements are made for dealing with cooling water if discharged into bilges

mps worked from the Main Engines, No. One

Diameter 6"

Stroke 3"

Can one be overhauled while the other is at work

nnected to the Main Bilge Line

No. and Size

Two 7.95 x 10" stroke

How driven

Steam

Pumps, No. and size

One 7.95 x 10" stroke Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size

One attached rotary & two independent 9.69 x 12"

dependent means arranged for circulating water through the Oil Cooler

Yes

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

o. and size:—In Machinery Spaces

Six one - 3", one 8", two 5", two 2 1/2"

In Pump Room one 3"

lent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

4 (2 - 5" and 2 - 2 1/2")

e Bilge Suction pipes Tunnel Well fitted with strum-boxes

Yes

Are the Bilge Suctions in the Machinery Spaces

asily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Yes

a Connections fitted direct on the skin of the ship

Yes

Are they fitted with Valves or Cocks

Yes

red 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

No

ch 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

pass through the bunkers

None

How are they protected

—

pass through the deep tanks

None

Have they been tested as per Rule

—

pes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Yes

ngement 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

at to another

Yes

Is the Shaft Tunnel watertight

—

Is it fitted with a watertight door

worked from

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

Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Air Compressors, No.

Two

No. of stages

Two

Diameters

11.25 & 4.7

Stroke

7.875

Driven by Steam Recip. Eng.

iliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

ing Air Pumps, No.

One

Diameter

53.875

Stroke

29.625

Driven by attached

y Engines crank shafts, diameter

as per Rule

as fitted 4.301

No.:

One

Position

Starboard side eng. room, aft.

ECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Yes

nternal surfaces of the receivers be examined and cleaned

Yes

Is a drain fitted at the lowest part of each receiver

Yes

essure Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

less, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

ting Air Receivers, No.

3

Total cubic capacity 660 cu. ft.

Internal diameter

48.75

thickness

1 3/16"

less, lap welded or riveted longitudinal joint

Rivettted Material Steel

Range of tensile strength

Working pressure

Actual 420 lbs.

IS A DONKEY BOILER FITTED?

Yes

If so, is a report now forwarded?

Yes

Pt. 5a.

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

Yes

PLANS. Are ~~approved~~ plans forwarded herewith for Shafting
(If not, state date of approval)

Yes

Receivers

No

Separate Tanks

No

Donkey Boilers

Yes

General Pumping Arrangements

Yes

Oil Fuel Burning Arrangements

No

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

One main oil engine piston and rod

One cylinder head assembly. Two complete air starting valves. One spare screw

shaft with liner.

Copies of the following plans found on board the vessel are forwarded herewith:-

Engine Room Plan

Plans now prepared and forwarded herewith:-

Engine Room Transverse section (2)

Main oil engine crank, thrust, intermediate and tail

Pump Room No. 1

shafts.

Steam driven air compressor

Propeller.

Donkey Boilers

Stern tube.

The foregoing is a correct description.

Manufacturer.

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

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

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

Identification Mark

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

If so, state name of vessel

General Remarks

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

The machinery of this vessel so far as now seen

appears to be of good material and good workmanship. The main and auxiliary machinery has been examined under

full load working conditions and in my opinion is in good and safe working condition and eligible to be

classed with this Society with a record of Examined 1,45.

The amount of Entry Fee .. £ 30.00

Special ... £ 390.00

Donkey Boiler Fee Charged on Rpt. 5a

Travelling Expenses (if any) £

When applied for,
Apr. 13, 1945

When received,
19

Committee's Minute

NEW YORK APR 13 1945

Assigned

Class contemplated

Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation