

REPORT ON OIL ENGINE MACHINERY.

No. 7717

Received at London Office 4 Oct 1927
 Date of writing Report 29.9.1927 When handed in at Local Office 8.10.1927 Port of Trieste
 No. in Survey held at Monfalcone Date, First Survey July 20 Last Survey Sep 27 1927
 Reg. Book, 26971 on the Single Screw vessel La Playa Number of Visits 14

Built at Brakenhead By whom built Lamont & Co. B. Yard No. 1400 When built 1923
 Engines made at Turin By whom made Fiat S. G. M. Engine No. 1401 When made 1927
 Donkey Boilers made at By whom made Boiler No. 1403 When made 1923
 Brake Horse Power 1000 S.H.P. Owners Unifruit S. S. Co. B. Port belonging to Glasgow
 Nom. Horse Power as per Rule 1926 Is Refrigerating Machinery fitted for cargo purposes yes Is Electric Light fitted yes
 Trade for which vessel is intended New York Fruit Trade

See also Genoa Report
 OIL ENGINES, &c. Type of Engines Fiat Diesel 2 or 4 stroke cycle 2 Single or double acting single
 Maximum pressure in cylinders 35 kg. cm² Diameter of cylinders 500 mm Length of stroke 500 mm No. of cylinders 4 No. of cranks 4
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 615 mm Is there a bearing between each crank yes
 Revolutions per minute 250 Flywheel dia. — Weight — Means of ignition compression Kind of fuel used Diesel oil
 Crank Shaft, dia. of journals as per Rule 274 1/2 mm Crank pin dia. 285 mm Crank Webs Mid. length breadth 420 shrunk Thickness parallel to axis —
 as fitted 285 mm Mid. length thickness 160 Thickness around eyehole —
 Flywheel Shaft, diameter as per Rule Being fitted Intermediate Shafts, diameter as per Rule — Thrust Shaft, diameter at collars as per Rule Original
 as fitted to original dynamo as fitted — as fitted —
 Tube Shaft, diameter as per Rule — Screw Shaft, diameter as per Rule — Is the { tube } shaft fitted with a continuous liner { yes
 as fitted — as fitted — { screw }

Bronze Liners, thickness in way of bushes as per Rule — Thickness between bushes as per rule — Is the after end of the liner made watertight in the
 as fitted — as fitted — 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 —

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 —

Propeller, dia. Original Pitch — No. of blades — Material — whether Moveable — Total Developed Surface — sq. feet

Method of reversing Engines None Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication

Thrust Thickness of cylinder liners 44 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material Lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine Tunnel

Cooling Water Pumps, No. 2 each engine Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

Bilge Pumps worked from the Main Engines, No. none Diameter — Stroke — Can one be overhauled while the other is at work —

Pumps connected to the Main Bilge Line { No. and Size Original arrangement
 How driven

Ballast Pumps, No. and size Original Lubricating Oil Pumps, including Spare Pump, No. and size One rotary

Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces } Original arrangement

In Holds, &c. }

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Original arrangement

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes — 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 —

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 below

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 —

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 original Is the Shaft Tunnel watertight none Is it fitted with a watertight door — worked from —

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. One No. of stages 3 Diameters LP 360-80 MP 360-32 Stroke 400 mm Driven by Main Engine

Auxiliary Air Compressors, No. 1 Original No. of stages — Diameters HP 80 Stroke — Driven by Petrol motor

Small Auxiliary Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by

Scavenging Air Pumps, No. Two D. A. Diameter 570 mm Stroke 480 mm Driven by Main Engine

Auxiliary Engines crank shafts, diameter as per Rule Original

as fitted —

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Safety valves on the Compressors

Can the internal surfaces of the receivers be examined yes What means are provided for cleaning their inner surfaces Plugs in ends

Is there a drain arrangement fitted at the lowest part of each receiver yes

High Pressure Air Receivers, No. One each Cubic capacity of each 60 litres Internal diameter 291 mm thickness 12 1/2 mm

Seamless, lap welded or riveted longitudinal joint Seamless Material S.M. steel Range of tensile strength 45 kg. cm² Working pressure by Rules 80 kg. cm²

Starting Air Receivers, No. Original Total cubic capacity — Internal diameter — thickness —

Seamless, lap welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure by Rules 1000 lbs

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR 4 cylinder covers complete with all valves, springs and other fittings and in addition 4 needle valves. 4 cylinder liners complete. 2 pistons complete with all piston rings with studs & nuts. 10 telescopic cooling pipes. 1 set of spur wheels for the cam shaft. 2 sets of studs & nuts for cylinder covers. 2 iron head bearings with bolts & nuts. 1 bottom end bearing with bolts & nuts. 2 main bearing bolts & nuts. 2 sets of piston rings for each size used in the air compressor. 1 set of suction and delivery valve for each size used in the air compressor. 2 complete set of valves for the scavenge pump. Working parts for 2 fuel pump. Additional water circulating pump. Assorted quantity of bolts, nuts and studs. Several lengths of pipes of each size used for fuel delivery and injection air pipes to power cylinders and air delivery from the compressors to the receivers.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - } See Genoa Report
{ During erection on board vessel - } 1927 July 20, Aug 7, 22, Sep 7, 10, 13, 15, 19, 20, 22, 23, 25, 26, 27
Total No. of visits Fourteen

Dates of Examination of principal parts—Cylinders — Covers — Pistons — Rods — Connecting rods —
Crank shaft 20.7.27 Flywheel shaft — Thrust shaft — Intermediate shafts — Tube shaft —
Screw shaft 10.9.27 Propeller 10.9.27 Stern tube — Engine seatings 7.7.27 Engines holding down bolts 7.9.27
Completion of fitting sea connections 10.9.27 Completion of pumping arrangements — Engines tried under working conditions 27.9.27
Crank shaft, Material S.M. Steel Identification Mark 7240 7241 7243 7244 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.

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.)

These engines were fitted on board at Monfalcone under special survey and satisfactorily tested under full working condition. In my opinion the machinery is eligible for the notation of + LMC - NE 9.27
See also Genoa Report

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

| | | | | |
|------------------------------|---|--------|---|-------------------|
| The amount of Entry Fee | £ | : | : | When applied for, |
| 1/5 Special | £ | 1368.- | : | 11. 10. 1927 |
| Donkey Boiler Fee | £ | : | : | When received, |
| Travelling Expenses (if any) | £ | 410.- | : | 19. 11. 1927 |
| Committee's Minute | £ | 280.- | : | |

Assigned

See Gen. rpt. No. 10040

R. P. R. R. R.
Engineer Surveyor to Lloyd's Register of Shipping.



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