

REPORT ON OIL ENGINE MACHINERY.

No. 10.016

9 SEP 1927

Received at London Office

Date of writing Report 3/9/27 19 When handed in at Local Office 3/9/27 19 Port of GENOVA
No. in Survey held at Turin Date, First Survey 29/7/26 Last Survey 26/7/27 19
Reg. Book. Number of Visits 86
Single 25059 on the 26941 Triple Screw vessel "LA PLAYA" Tons { Gross 3682
Net 2144
Built at Birkenhead By whom built Cammell Laird & Co. Ltd. Yard No. 1400 When built 1923-11 no.
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. 1402
Brake Horse Power 1000 S.H.P. Owners Unifrutico S.S. Co. Ltd. Port belonging to Glasgow
Nom. Horse Power as per Rule 1096 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
Trade for which vessel is intended New York Fruit Trade.

OIL ENGINES, &c. Type of Engines Fiat Diesel 2 stroke cycle 2 Single or double acting Single
Maximum pressure in cylinders 35 kg. cm² Diameter of cylinders 500 m/m Length of stroke 500 m/m No. of cylinders 4 No. of cranks 4
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 615 m/m Is there a bearing between each crank Yes
Revolutions per minute 250 Flywheel dia. 274.5 Weight 285 Means of ignition Compression and of fuel used Diesel Oil
Crank Shaft, dia. of journals as per Rule 274.5 Crank pin dia. 285 Crank Webs Mid. length breadth 420 Thickens parallel to axis
as fitted 285 shrunk Mid. length thickness 160 Thickens around eyehole solid
Flywheel Shaft, diameter as per Rule Being fitted Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
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 {
as fitted 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 as fitted propeller boss
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. 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
Forced Thickness of cylinder liners 44 m/m Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
Exhaust pipes lagged non-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
Cooling Water Pumps, No. 2 Each Engine Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Bilge Pumps worked from the 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
Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
Are 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 Holds, &c.
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size
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 Are they fitted with Valves or Cocks
Are 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
Are 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
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
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 Is the Shaft Tunnel watertight 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. 1 No. of stages 3 Diameters 1. P. 360/320 Stroke 400 Driven by Main engine
H.P. 80
Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
Scavenging Air Pumps, No. 2 d.a. Diameter 570 Stroke 480 Driven by Main engine
Auxiliary Engines crank shafts, diameter as per Rule
as fitted

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

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. 1 each Cubic capacity of each 50 litres Internal diameter 291 thickness 12.5
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. Total cubic capacity Internal diameter thickness
Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

"LA PLAYA"

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

Yes

10/8/36

Receivers

Yes 26/10/36

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

FIAT

STABILIMENTO GRANDI MOTORI

St. Discolfo

(ING. GIOVANNI CHIESA)

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops - 1926 July 29, Aug. 12, Sep. 2, 9, 23, 30, Oct. 7, 14, 21, 29, Nov. 5, 11, 18, 25, 30, Dec. 3, 7, 16, 23, 28, 10, 1927 Jan. 1, 7, 11, 14, 18, 19, 25, Feb. 1, 5, 8, 10, 11, 15, 18, 22, 25, March 1, 4, 8, 9, 12, 15, 16, 18, 22, 25, 29, April 5, 8, 11, 14, 15, 20, 22, 26, 29, May 3, 7, 10, 13, 14, 17, 19, 20, 24, 27, 31, June 3, 10, 14, 20, 25, 28, July 1, 6, 9, 12, 14, 18, 20, 25, 26
During erection on board vessel -
Total No. of visits

Dates of Examination of principal parts - Cylinders 9/3/27 Covers 9/3/27 Pistons 9/3/27 Rods 9/3/27 Connecting rods 12/3/27
Crank shaft 12/3/27 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 S.M. STEEL Identification Mark 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 motors have been built of tested materials under special survey, in accordance with the approved plans, the Secretary's letters and the requirements of the Rules of this Society.

The motors have been shipped to Trieste where they are to be fitted on board. A copy of this report has been sent to the Trieste Surveyors for their guidance.

In our opinion, this machinery when satisfactorily fitted on board this vessel will entitle her to the record of * L.M.C. N.E. (with date) and notation of Oil Engine.

The amount of Entry Fee ... £ 5500.- :
Special ... £ :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) ... £ 5000.- :
When applied for, 5/9/27 19
When received, 23/11/27 19

Committee's Minute

Assigned

TUES. 8 NOV 1927

R. Macintosh & Alex. S. ...
Engineer Surveyor to Lloyd's Register of Shipping.



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