

No. 21282 -  
6 - FEB 1956

Received at London Office

1282 (writing Report 4-2 - 1956 When handed in at Local Office 4 - 2 - 1956 Port of Genoa

Name ok. Survey held at Turin Date, First Survey 30-7-54 Last Survey 3-1-1956 Number of Visits 25

ry's Single on the Twin Triple Quadruple Screw vessel Cantieri Navale Giuliano San Giusto- Yard No. 45- Tons Gross Net

n the Trieste By whom built Cantieri Navale Giuliano-S.Giusto Yard No. 45 When built 1955

The D made at Turin By whom made S.A. "FIAT" S.G.M. Engine No. 4025 When made 1955

super Boilers made at Maximum 2000 By whom made Owners Messrs. GESTIONI ESERCIZIO NAVI SICILIA GENS Port belonging to Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

iler Horse Power Service 1800

d de s per Rule 400

tate for which vessel is intended

fitt ENGINE, &c. Type of Engines "FIAT" Airless Injection- A 486 Tr or 4 stroke cycle 2 Single or double acting 2 SA um pressure in cylinders 60 kg/cm<sup>2</sup> Diameter of cylinders 480 m/m Length of stroke 640mm. No. of cylinders 6 No. of cranks 6

ine Indicated Pressure 6,11 kg/cm<sup>2</sup> Span of bearings (i.e., distance between inner edges of bearings in a crank) 590 m/m Is there a bearing between each crank yes Revolutions per minute { Maximum 260 Service 250 compression Kind of fuel used Diesel

957 e el dia. Weight 1659m/m 760 kg Moment of inertia of flywheel 1316 Means of ignition Diesel

(Solid forged as approved 350 m/m Crank pin dia. 350 m/m Crank webs Mid. length breadth 520 Thickness parallel to axis shrunk Thickens around eyehole as approved

Semi-built = dia. of journals as fitted 350 m/m as fitted 195 m/m Thrust Shaft, diameter at collars as fitted 350 m/m

All built = as per Rule as thrust Intermediate Shafts, diameter as fitted 195 m/m Thrust Shaft, diameter at collars as fitted 350 m/m

Shaft, diameter as per Rule as approved 203mm at coupling screw shaft fitted with a continuous liner yes

Liners, thickness in way of bushes as per Rule as approved 220mm at top of cone as approved 15 m/m Thickness between bushes as fitted 13 m/m Is the after end of the liner made watertight in the

ller boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

e 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-

sive If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland fitted at the after

f stern tube If so, state type Length of bearing in Stern Bush next to and supporting propeller 880 m/m

eller, dia 2500 Pitch 1920mm No. of blades four Material M.B. whether moveable Total developed surface 2.46 sq. ft.

ent of inertia of propeller including entrained water 1518 Kind of damper, if fitted

od of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine governor Means of

cation forced thickness of cylinder liners 43 m/m Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled

gged with non-conducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

to the engine Cooling Water Pumps, No. and how driven Working F.W. Spare F.W. S.W. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Pumps worked from the Main Engines, No. and capacity Can one be overhauled while the other is at work

ps connected to the Main Bilge Line (No. and capacity of each How driven)

e cooling water led to the bilges If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

ngements

ast Pumps, No. and capacity Power Driven Lubricating Oil Pumps, including spare pump, No. and size

two independent means arranged for circulating water through the Oil Cooler Branch Bilge Suctions In pump room

and size:—In machinery spaces In pump room

olds, &c.

ect Bilge Suctions to the engine room bilges, No. and size

den all the bilge suction pipes in holds and tunnel well fitted with strum-boxes Are the bilge suction in the machinery spaces led from easily

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

all Sea Connections fitted direct on the skin of the Ship Are they fitted with valves or cocks Are they fixed

iciently 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

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

at pipes pass through the bunkers How are they protected

at pipes pass through the deep tanks Have they been tested as per Rule

all pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times

he 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 machiner

ces, or from one compartment to another Is the shaft tunnel watertight Is it fitted with a watertight door worked from

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

in Air Compressors, No. No. of stages diameters stroke driven by

xiliary Air Compressors, No. No. of stages diameters stroke driven by

all Auxiliary Air Compressors, No. No. of stages diameters stroke driven by

at provision is made for first charging the air receivers

evenging Air Pumps or Blowers, No. ONE- 2 pistons in tandem How driven B Main engine crankshaft. Engine Nos.

xiliary Engines Have they been made under survey Position of each in engine room

Makers' name Report No.

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Lloyd's Register  
Foundation

009486-009993-c204



4B 21282

**AIR RECEIVERS:**—Have they been made under survey yes State No. of report or certificate Genoa no. A.  
State full details of safety devices normal spring loaded safety valves. (copy attached 4c.  
Can the internal surfaces of the receivers be examined and cleaned yes. Is a drain fitted at the lowest part of each receiver yes.  
Injection Air Receivers, No. - Cubic capacity of each - Internal diameter - thickness -  
Seamless, welded or riveted longitudinal joint - Material - Range of tensile strength - Working pressure -  
Starting Air Receivers, No. two Total cubic capacity 5000 ltrs. Internal diameter 700 m/m. thickness 12m/m.  
Seamless, welded or riveted longitudinal joint seamless Material S.M. Steel Range of tensile strength ≥ 55 Kg./m<sup>2</sup> Working pressure 30 K  
**IS A DONKEY BOILER FITTED** - If so, is a report now forwarded -  
Is the donkey boiler intended to be used for domestic purposes only 14-3-1955  
**PLANS.** Are approved plans forwarded herewith for shafting 27-6-1955 17-5-1955 Receivers 24 - 4 - '47 Separate fuel tanks -  
(If not, state date of approval)  
Donkey boilers - General pumping arrangements - Pumping arrangements in machinery space -  
Oil fuel burning arrangements -  
Have Torsional Vibration characteristics been approved yes Date and particulars of approval Secretary Eng. letter of 9/11/1955.  
To be supplied SPARE GEAR.  
Has the spare gear required by the Rules been supplied BSR 60/80 met large propeller 16/76 " C.D. propeller  
State the principal additional spare gear supplied - State if for "short voyages" only -

**FIAT**  
STABILIMENTO GRANDI MOTORI

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building  
During progress of work in shops - 30-7-1954 to 3-1-1956 = 25.  
During erection on board vessel - -  
Total No. of visits 25 -  
Dates of examination of principal parts—Cylinders 20/7/55/ 30-8-55/ Covers 3-1-56. Pistons 2-8-55/ 16-9-55/ Rods 3-1-56 Connecting rods 7-10-55/  
26-8-55/ Crank shaft 3-1-56. Flywheel shaft as thrust. Thrust shaft 3-1-56/ Intermediate shafts - Tube shaft -  
Screw shaft - Propeller - Stern tube - Engine seatings - Engine 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 Lloyds-HNO-10 KM- Flywheel shaft, material S.M. Steel Identification mark as thru  
Thrust shaft, material S.M. Steel Identification mark 20.9.55-SF. Intermediate shafts, material - Identification marks -  
Tube shaft, material - Identification mark - Screw shaft, material - Identification mark -  
Identification marks on air receivers No. 2-307609 = 2-307610 = Lloyd's Test -60 Kgs.cm<sup>2</sup> -W.P. 30 Kgs.cm<sup>2</sup>  
D.L. 7.10.1955

Welded receivers, state Makers' Name Messrs. DALMINE -S:p.A. =Dalmine.  
Is the flash point of the oil to be used over 150°F yes-  
Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with -  
Full description of fire extinguishing apparatus fitted in machinery spaces -  
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 -  
What is the special notation desired -  
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 no- If so, state name of vessel -

**General Remarks** (State quality of workmanship, opinions as to class, Speed restrictions, &c. The machinery of this vessel has been constructed under special survey of tested materials and in accordance with the approved plans, Secretary's letter and Rules Requirements. The materials and workmanship are good. This oil engine has been tried under working condition on bench at full power and found satisfactory. The torsional vibration characteristics of the complete propelling system have been approved for a service speed of 235 or 260 RPM. provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 60 and 80 RPM and the engine tachimeter to be marked accordingly. The engine has now been despatched to Trieste to be fitted on board the vessel. Cantieri Navale Giuliano S. Giusto Yard No 45.- When this oil engine has been installed on board the vessel and tried at full power to the satisfaction of the Trieste's Surveyors, the vessel will be eligible to be classed in the Society's Register Book with the notation +LMC (with date)- CLANS  
Oil Eng.

**NOTE:** This engine is fitted with crankcase explosion relief devices.

The amount of Entry Fee ... £ 306.000  
Special CAN FANG ... £ 6120 When applied for 10/11/56  
Donkey Boiler Fee ... £ When received 19  
Travelling Expenses (if any) £ 58780

Committee's Minute REV. TAX 11422 **FRIDAY 23 NOV 1956**  
Assigned See Rpt 1 (COPY OF THIS REPORT SENT TO TRIESTE)

(S. Folio)  
Engineer Surveyor to Lloyd's Register of Shipping  
**Lloyd's Register Foundation**