

REPORT ON OIL ENGINE MACHINERY.

No. 10248

23 DEC 1933

Date of writing Report 12/12/33 When handed in at Local Office 12/12/33 Port of TRIESTE Received at London Office

No. in Survey held at Monfalcone Date, First Survey 8th February 1932 Last Survey 7th December 1933 Number of Visits 37

Reg. Book 30569 on the Single Twin Triple Quadruple Screw vessel Marguerite Trinaly Tons Gross 12505 Net 5245

built at Monfalcone By whom built Lancia Finmeccanica Yard No. 251 When built 1933

Engines made at Twin By whom made FIAT Stab. Gr. Motori Engine No. 1805 When made 1933

Monkey Boilers made at Quarrate By whom made R.W. Hawthorn Leslie & Co Boiler No. 526 (4548) When made 1933

Indicated Horse Power 4500 Owners Societa Auxiliare di Trasporti belonging to Navarre

Consumption of Fuel Oil Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which vessel is intended Oil Tanker

Also General Report No. 13148 Type of Engines FIAT solid injection LS 606 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders 49 Kg Diameter of cylinders 600 mm Length of stroke 1100 mm No. of cylinders 6 x 2 No. of cranks 6 x 2

Number of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank

Revolutions per minute 120 Flywheel dia. 2560 Weight 7600 Kg Means of ignition Compress. Kind of fuel used Diesel Oil?

Crank Shaft, dia. of journals as per Rule 377 mm as fitted 400 mm Crank pin dia. 400 mm Crank Webs Mid. length breadth 550 mm Mid. length thickness 225 mm Thickness parallel to axis - Thickness around eye-hole -

Flywheel Shaft, diameter as per Rule 377 mm as fitted 400 mm Intermediate Shafts, diameter as per Rule 273 mm as fitted 315 mm Thrust Shaft, diameter at collars as per Rule 287 mm as fitted 400 mm

Propeller Shaft, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule 305 mm as fitted 398 mm Is the tube screw shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 17 mm as fitted 23 1/2 - 22 1/2 Thickness between bushes as per Rule 13 mm as fitted 18 mm Is the after end of the liner made watertight in the 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 -

Does 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 -

When 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

Length of Bearing in Stern Bush neat to and supporting propeller 1941 mm

Propeller, dia. 4250 mm Pitch 3720 mm No. of blades 3 Material Bronze whether Moveable yes Total Developed Surface 4.39 sq. m

Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when detached yes Means of lubrication forced

Thickness of cylinder liners 53.5 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 -

Cooling Water Pumps, No. Two 3 barrels 215 x 200 mm Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

What special arrangements are made for dealing with cooling water if discharged into bilges Discharge overboard

Bilge Pumps worked from the Main Engines, No. 2 Diameter 215 mm Stroke 200 mm Can one be overhauled while the other is at work yes

No. and Size in E.R. 2 100 x 210 230 x 180 In Pump Space: One 320 x 220 Pump Space Forw. One 320 x 220

How driven Steam Two Geared on M. Eng One Spare 170 x 200 x 525

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size One 320 x 220 x 350 Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Are two independent means arranged for circulating water through the Oil Cooler yes

In Machinery Spaces 6 a 3 1/2" Cofferdam under Engines: 6 a 2", Boiler Space: 1 a 3" In Pump Room 3 a 3 1/4"

holds, &c. 2 a 3" Chainlocker 1 a 3" fore Peak 1 a 3" Forward Pump Room 1 a 3"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size To Bilge Pump 1 a 125 mm To Cond. Circ. Pump 1 a 200 mm

Are all the Bilge Suction pipes in Holds and Forward Well fitted with strum-boxes yes

Are they fitted with Valves or Cocks Valves & Cocks

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

How are they protected -

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

apartment to another yes Is the Shaft Tunnel watertight none Is it fitted with a watertight door - worked from -

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

Auxiliary Air Compressors, No. none No. of stages - Diameters - Stroke - Driven by -

Auxiliary Air Compressors, No. One No. of stages Two Diameters 310 x 270 Stroke 350 mm Driven by Steam Eng.

Small Auxiliary Air Compressors, No. One No. of stages Two Diameters 180 x 160 Stroke 160 mm Driven by " "

Scavenging Air Pumps, No. One on each Engine Diameter 2 Cyl. Indem 920 mm Stroke 980 Driven by Main Eng.

Auxiliary Engines crank shafts, diameter as per Rule - as fitted - Position -

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

Can the internal surfaces of the receivers be examined and cleaned yes Is a drain fitted at the lowest part of each receiver yes

High Pressure Air Receivers, No. none Cubic capacity of each - Internal diameter - thickness -

Seamless, lap welded or riveted longitudinal joint - Material - Range of tensile strength - Working pressure by Rules - Actual -

Starting Air Receivers, No. Two Total cubic capacity 17800 Litre. Internal diameter 1949 mm Thickness 25 mm

Seamless, lap welded or riveted longitudinal joint riveted Material SMS Range of tensile strength 47-53 Kg/cm² Working pressure by Rules 24.62 Kg Actual 24.5 Kg/cm²

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

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

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes*

State the principal additional spare gear supplied *1 Propeller bon. 1 Propeller blades. 1 Propeller shaft. 1 Pist complete with rod etc. 2 pistons 2 spindles. 2 Cylinder liners. 1 Cylinder cover. 1 of spare parts for one fuel pump. 1 set of main bearing brasses for main and compressor. 1 set of top and bottom end brasses for main engine and compressor. 1 Compressor piston. 1 Compressor cylinder. 1 Compressor of der cover. 1 Air cooler coil. Various spare parts for cam shaft, lubricator arrangements, coolers etc. Complete spare of valves, springs, brasses etc. for each pump and other Aux. Engines.*

The foregoing is a correct description.

Manufacturer.

Dates of Survey while building: During progress of work in shops - *1932 Feb 8, Mar 15, 22, Apr 13, 16, May 7*
 During erection on board vessel - *1933 Mar 30, July 6, 10, 12, 22, Aug 8, 10, 28, 31, Sep 4, 8, 15, Oct 2, 17, 19, 21, 25, 27, 31, Nov 6, 10, 13, 16, 17, 18, 21, 23, 30, Dec 4, 11, 18, 25, 31*
 Total No. of visits *thirty seven*

See also Genoa Rep. No. 13148
 Dates of Examination of principal parts - Cylinders *17-10-33* Covers *17-10-33* Pistons *10-11-33* Rods *10-11-33* Connecting rods *10-11-33*
 Crank shaft *13-11-33* Flywheel shaft *13-18-11-33* Thrust shaft *13-18-11-33* Intermediate shafts *8-8-33* Tube shaft -
 Screw shaft *30-3-33* Propeller *30-3-33* Stern tube *6-12-7-33* Engine seatings *31-8-33* Engines holding down bolts *18-11-33*
 Completion of fitting sea connections *12-7-33* Completion of pumping arrangements *23-11-33* Engines tried under working conditions *4-12-33*
 Crank shaft, Material *S.M.S* Identification Mark *3804 MB 30-4-33* Flywheel shaft, Material *See Genoa Rep* Identification Mark -
 Thrust shaft, Material *S.M.S* Identification Mark *2498 FK 22-8-31* Intermediate shafts, Material *S.M.S* Identification Marks *4220 MK*
 Tube shaft, Material - Identification Mark - Screw shaft, Material *S.M.S* Identification Mark *9373 AC*
1333 FS 31-7-31
9428 MB 17-9-31
4539 KH 14-9-31
1529 AC 11
1521 AC 30

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 *yes*
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *Oil tanker* 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 -

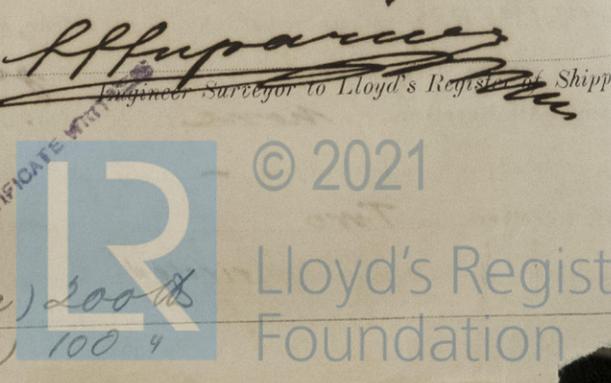
Is this machinery duplicate of a previous case *yes* If so, state name of vessel *B.L. Hague & Orrille Harde*

General Remarks (State quality of workmanship, opinions as to class, &c.)
The machinery of this vessel has been constructed under special supervision at Turin and fitted on board at Monfalcone. It has been tested under full working condition and found in order and in my opinion is gible to have the notation of + LMC 12-33

The two waste heat Clarkson Boilers have been satisfactorily fitted on board and their safety valves were adjusted to blow at 100 lbs (Please see Grimsby Report No 18040)

The amount of Entry Fee	£	:	:	When applied for,
1/5 Special	£	25	16	8 27.12.33 upon.
Donkey Boiler Fee	£	8	9	0
Travelling Expenses (if any)	£	21	0	0 10-1-34

Committee's Minute *TUE. 2 JAN 1934*
 Assigned *See Tr. No. 10248*
+ LMC 12-33
2 DB (a) 200 lbs
2 DB (F) 100 lbs
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The owners

The Surveyors are requested not to write on or below the space for Committee's Minute.