

# REPORT ON OIL ENGINE MACHINERY.

No. 13148

Received at London Office

20 NOV 1933

of writing Report 11<sup>th</sup> Nov. 1933 When handed in at Local Office 18<sup>th</sup> Nov. 1933 Port of GENOA

Survey held at TURIN Date, First Survey 15<sup>th</sup> April 1931 Last Survey 27<sup>th</sup> Oct. 1933 Number of Visits 75

Book. 569 on the Single Screw vessel "MARQUERITE FINALY" Tons { Gross ✓ Net ✓

at Monfalcone By whom built Cantieri Riuniti dell'Adriatico Yard No. 251 When built 1933

Lines made at Turin By whom made FIAT., Stabilimento Grandi Motori Engine No. 1805/1806 When made 1933

Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓

Horse Power 4500 Total ✓ Owners Societe Auxiliaire des Transports Port belonging to Havre

Horse Power as per Rule 1167 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Use for which vessel is intended Oil Tanker 23 1/2 43 5/8

ENGINES, &c. Type of Engines FIAT. Solid injection L.S. 606 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders 49 Kgs/cm<sup>2</sup> Diameter of cylinders 600 mm Length of stroke 1100 mm No. of cylinders 6 No. of cranks 6

Distance of bearings, adjacent to the Crank, measured from inner edge to inner edge 820 mm Is there a bearing between each crank Yes

Revolutions per minute 120 Flywheel dia. 2560 mm Weight 7600 Kgs Means of ignition Compression Kind of fuel used Diesel Oil

Crank Shaft, dia. of journals as per Rule 377 mm Crank pin dia. 400 mm Crank Webs Mid. length breadth 550 mm Thickness parallel to axis ✓

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

Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner ✓

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

Propeller boss ✓ 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 do 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 ✓

Are the 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 ✓

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

Method of reversing Engines Direct ✓ Is a governor or other arrangement fitted to prevent racing of the engine ~~absolutely~~ Yes Means of lubrication ✓

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 ✓

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 ✓

Working Water Pumps, No. ✓ Is the sea suction provided with an efficient strainer which can be cleared within the vessel ✓

Water Pumps worked from the Main Engines, No. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓

Oil Pumps connected to the Main Bilge Line { No. and Size ✓ How driven ✓ Lubricating Oil Pumps, including Spare Pump, No. and size ✓

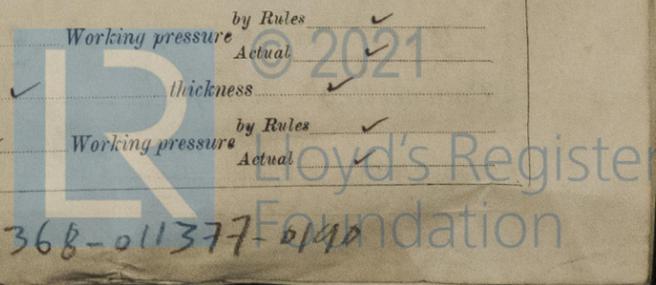
Two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge ✓

Oil Pumps, No. and size:—In Machinery Spaces ✓ In Pump Room ✓

Folds, &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 ✓

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



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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 9.12.30 : 17.3.32 Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

To be placed on board at Trieste

The foregoing is a correct description,

FIAT STABILIMENTO GRANDI MOTORI S.p.A. S. DIZIOTTO SING. GIOVANNI OMESAI

*Magnifier*

Manufacturer.

Dates of Survey while building: During progress of work in shops -- 1931: April 15.15: July 3.7.10.28.31: Aug. 7: Oct. 9: Nov. 5.10.13.17.24.27: Dec. 1.18 1932 Feb. Mar. 4.18.25. April. 8.29. May. 6.10.13.17.20.31: June 17: July. 6.12.22.29: Aug. 3.10.17.25 Oct. Nov. 30: Dec. 14.21.30: 1933 Jan. 4: Feb. 25: Mar. 8.15.24.31: April. 7.14: May. 9.10.17. June. 14.17.21.23.28: July. 5.12.19.26: Aug. 1.4.11.26.31: Sept. 30: Oct. 18.27. Total No. of visits 75 (Seventy five)

Dates of Examination of principal parts: Crank shaft 6.5.32 21.12.32 Flywheel shaft & Thrust shaft 17.6.32 Intermediate shafts Tube shaft 7.8.33 4.1.33 Connecting rods 4.1.33. Engines tried under working conditions. Crank shaft, Material Steel Identification Mark 9809 M.B. 30.1.33 2498 F.K. 22.8.31 1333 F.S. 31.7.31 9419 M.B. 22.7.31. Flywheel shaft, Material Steel Identification Mark 7428 M.B. 14539 K. 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 Yes If so, state name of vessel "A.L. Hague", "Orville Harden"

General Remarks (State quality of workmanship, opinions as to class, &c.) The Machinery of this Vessel has been constructed under Special S of tested materials and is in accordance with the Secretary's letters, approved plans and Rule requirements.

The materials and workmanship are good and the engines were tried under load on test bed were found to work satisfactorily.

The Machinery has now been forwarded to Trieste where it will be fitted on board the M/V "MARQUERITE FINALE" and when this has been carried out the satisfaction of the Society's Surveyors at that Port, the machinery will be eligible in my opinion, to be classed in the Society's Register Book and to have the notation "OIL ENGINES + L.M.C. (with date).

The amount of Entry Fee .. £ 6 : 0 : 0 Special ... £ 104 : 0 : 0 Donkey Boiler Fee ... £ : : Travelling Expenses (if any) £ 46 : 0 : 0

When applied for, IN LONDON 27.12.33 When received, 10.1.1934 A. Griffith & G. de Ballardie Engineer Surveyors to Lloyd's Register of Shipping

Committee's Minute Assigned See other Rpt Tri. J. 6 10248

