

## 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 Office18<sup>th</sup> Nov: 1933 Port of GENOA

in 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

569 on the ~~Single~~ ~~Twin~~ ~~Triple~~ ~~Quadruple~~

Screw vessel

"MARQUERITE FINALY"

Tons { Gross ✓  
Net ✓

at Monfalcone

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

ines made at Turin

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

key Boilers made at ✓

By whom made ✓

Boiler No. ✓ When made ✓

Horse Power 4500 Total ✓

Owners Société 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

de for which vessel is intended

Oil Tanker. 23 1/2 43 5/8

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

imum 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

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

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

nk 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 ✓

as fitted 400 mm Mid. length thickness 225 mm shrunk Thickness around eye hole ✓

wheel Shaft, diameter as per Rule 377 mm Intermediate Shafts, diameter as per Rule ✓ Thrust Shaft, diameter at collars as per Rule 287 mm

as fitted 400 mm as fitted ✓ as fitted 400 mm

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

as fitted ✓ Thickness between bushes as per rule ✓ Is the after end of the liner made watertight in the

ize Liners, thickness in way of bushes as fitted ✓ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓

ller boss ✓ 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-corrosive ✓

o 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

✓ If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller ✓

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

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

ced 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 ✓

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

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

aps co the Main Bilge Line { No. and Size ✓ How driven ✓

last Pumps, No. and size ✓ 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

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

Folds, &amp;c. ✓

ependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ✓

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 ✓

all Sea Connections fitted direct on the skin of the ship ✓ Are they fitted with Valves or Cocks ✓

re 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 ✓

re 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 ✓

hat pipes pass through the bunkers ✓ How are they protected ✓

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

re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times ✓

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

mpartment 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 ✓

ain Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓

uxiliary Air Compressors, No. One No. of stages 2 Diameters 310 mm, 276 mm Stroke 350 mm Driven by Electric Motor

mall Auxiliary Air Compressors, No. One No. of stages 2 Diameters 180 mm, 160 mm Stroke 160 mm Driven by Electric Motor

cavenging Air Pumps, No. One each Engine Diameter Two Cyl. Tandem 920 mm Stroke 980 mm Driven by Main Engine

uxiliary Engines crank shafts, diameter as per Rule ✓ No. — ✓

as fitted ✓ Position — ✓

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

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

igh Pressure Air Receivers, No. ✓ Cubic capacity of each ✓ Internal diameter ✓ thickness ✓

amless, lap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure by Rules Actual 2021

arting Air Receivers, No. ✓ Total cubic capacity ✓ Internal diameter ✓ thickness ✓

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

011368-011377 0140

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 7.12.30 : 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  
Il Direttore  
ING. GIOVANNI OMEGAS

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 - Cylinders 16.2.32. 26.10.32 23.6.33 18.12.31 7.8  
17.5.33 Covers 4.8.33 Pistons 26.9.33 Rods 4.1.33 Connecting rods 4.1.

Crank shaft 6.5.32 21.12.32 Flywheel shaft & Thrust shaft 17.6.32 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 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. 14539 M.

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.

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 fitted on board the M/V "MARQUERITE FINALLY" and when this has been carried on The satisfaction of the Society's Surveyors at that Port, the machinery will be eligible 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 When applied for, IN LONDON 19 27.12.33  
Special ... £ 104 : 0 : 0  
Donkey Boiler Fee ... £ : : : When received, 10.1.1934  
Travelling Expenses (if any) £ 46 : 0 : 0

Committee's Minute

Assigned

TUE. 2 JAN 1934

See other Rpt Tri. J.E. 10248

A. I. Griffith & J. de Ballardie  
Engineer Surveyors to Lloyd's Register of Shipping



© 2021

Lloyd's Register Foundation