

REPORT ON OIL ENGINE MACHINERY.

No. 16516

Received at London Office

Writing Report 18/8/47 1947 When handed in at Local Office 18/8/47 1947 Port of GENOVA

Survey held at GENOVA Date, First Survey 31/3/47 Last Survey 7/5/47 1947
Number of Visits

Single on the Twin Triple Quadruple
Screw vessel M/S. SERGIO LAGHI. Tons Gross 10495 Net 6182

By whom built CANT. RIUNITI DELL'ADRIATICO Yard No. 1257 When built 1942-42

By whom made CANT. RIUNITI DELL'ADRIATICO Engine No. 5357 When made 1942

By whom made CANTIERI RIUNITI DELL'ADRIATICO Boiler No. When made 1942

Horse Power 6250 Owners AZIENDA GENERALE ITALIANA PET. AGIP Port belonging to ROMA

Horse Power as per Rule M.N. 1260 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES

for which vessel is intended

ENGINES, &c. — Type of Engines SULZER TYPE SD. 72 2 or 4 stroke cycle 2 Single or double acting S.A.

Mean pressure in cylinders 55 Kg/cm² Diameter of cylinders 120 mm Length of stroke 1250 mm No. of cylinders 9 No. of cranks 9

Indicated Pressure 6.5 Kg/cm² of bearings, adjacent to the crank, measured from inner edge to inner edge 930 mm Is there a bearing between each crank YES

Revolutions per minute 120 Flywheel dia. NONE Weight — Means of ignition SOLID Kind of fuel used HEAVY OIL

as per Rule 454 mm dia. of journals as fitted 490 mm Crank pin dia. 490 mm Crank webs Mid. length breadth 900 mm Thickness parallel to axis 305 mm

as per Rule 396 mm Intermediate Shafts, diameter as fitted 414 mm Thrust Shaft, diameter at collars as fitted 490 mm

as per Rule NONE Shaft, diameter as fitted — Screw Shaft, diameter as per Rule 440 mm as fitted 451 mm Is the (tube) screw shaft fitted with a continuous liner —

as per Rule 21 mm Liners, thickness in way of bushes as fitted 21.5 mm Thickness between bushes as per Rule 15.75 mm as fitted 18 mm Is the after end of the liner made watertight in the

Yes YES If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ONE LENGTH

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-

live — 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

tube shaft — If so, state type — Length of bearing in Stern Bush next to and supporting propeller —

Propeller, dia. 4950 mm Pitch 3800 mm No. of blades 4 Material CAST IRON whether moveable NO Total developed surface 944 M² sq. feet

Method of reversing Engines — Is a governor or other arrangement fitted to prevent racing of the engine when declutched GOVERNOR Means of

operation FORCED Thickness of cylinder liners — Are the cylinders fitted with safety valves YES Are the exhaust pipes and silencers water cooled

with non-conducting material NO 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. TWO Is the sea suction provided with an efficient strainer which can be cleared within the vessel YES

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) NO. 1 - 80 TONS NO. 2 - 125 TONS DUPLEX NO. 3 - 80 TONS CENT.

How driven ELEC. MOTOR. STEAM ENGINE ELEC. MOTOR.

Is cooling water led to the bilges NO If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

arrangements —

Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 - (1-50 T & 1-7.5 TONS)

Are two independent means arranged for circulating water through the Oil Cooler YES Suctions, connected to both main bilge pumps and auxiliary

pumps, No. and size: — In machinery spaces 5 SUCTION ϕ 90 mm ONE IN BOILER R. ϕ 60 mm In pump room 3 IN EACH P.R. (ϕ 30 mm & ϕ 25 mm)

holds, &c. Cofferdam 3 SUCTION ϕ 110 mm, ϕ 70 mm, ϕ 60 mm, 2 ϕ 70 mm DEEP TANK, 2 ϕ 70 mm FORE PEAK, 2 ϕ 70 mm IN FORE P.R.

Independent Power Pump Direct Suctions to the engine room bilges, No. and size 3 - ϕ 150 mm, 150 mm, 200 mm

Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes YES Are the bilge suction 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 YES

Are all Sea Connections fitted direct on the skin of the Ship 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

Do all pipes pass through the bunkers NONE How are they protected —

Do all pipes pass through the deep tanks NONE 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 compartment to another YES Is the shaft tunnel watertight NONE Is it fitted with a watertight door — worked from —

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

Air Compressors, No. NONE No. of stages — diameters — stroke — driven by —

Auxiliary Air Compressors, No. TWO No. of stages TWO diameters 235/102 stroke 190 mm driven by STEAM. DIESEL ENG.

Hand Auxiliary Air Compressors, No. ONE No. of stages TWO diameters — stroke — driven by HAND.

Is provision made for first charging the air receivers HAND COMPRESSOR & EMERGENCY COMPRESSOR.

Engineering Air Pumps, No. TWO TANDEM diameter 1750 mm stroke 450 mm driven by MAIN MOTOR.

Auxiliary Engines crank shafts, diameter as per Rule AS APPROVED No. 2 AND 1 STEAM ENG & 1 EMERG. DRIVEN MOTOR.

Position IN ENGINE SPACE THREE DECKS.

Have the auxiliary engines been constructed under special survey NO Is a report sent herewith NO

AIR RECEIVERS:—Have they been made under survey No State No. of report or certificate _____

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

Injection 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 —

Starting Air Receivers, No. 4 Total cubic capacity 30 M³ 180 LIT. Internal diameter 1300 mm thickness 22 mm

Seamless, lap welded or riveted longitudinal joint RIVETED SEAMLESS Material S.M.S. Range of tensile strength — Working pressure —

IS A DONKEY BOILER FITTED YES If so, is a report now forwarded YES

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

PLANS. Are approved plans forwarded herewith for shafting YES Receivers YES Separate fuel tanks —

Donkey boilers YES General pumping arrangements YES Pumping arrangements in machinery space YES

Oil fuel burning arrangements YES

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES

State the principal additional spare gear supplied _____

CANTIERI RIUNITI DELL'ADRIATICO

Fabbrica Macchine S. Andrea

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building: During progress of work in shops - - ; During erection on board vessel - - ; Total No. of visits _____

Dates of examination of principal parts—Cylinders 5/4/42 Covers 10/4/42 Pistons 9/4/42 Rods 9/4/42 Connecting rods 9/4/42

Crank shaft 4/4/42 Flywheel shaft 4/4/42 Thrust shaft 12/4/42 Intermediate shafts 14/4/42 Tube shaft —

Screw shaft Not exam. Propeller 25/4/42 Stern tube NOT EXAM. Engine seatings 17/4/42 Engine holding down bolts 17/4/42

Completion of fitting sea connections EXAM. 25/4/42 Completion of pumping arrangements EX. 17/4/42 Engines tried under working conditions 6/5/42

Crank shaft, material S.M.S. Identification mark 92282 RI 320.447 Flywheel shaft, material — Identification mark —

Thrust shaft, material S.M.S. Identification mark 92283 RI 47573 9.1941 Intermediate shafts, material S.M.S. Identification marks 41697-RI 1002-614

Tube shaft, material — Identification mark — Screw shaft, material S.M.S. Identification mark SPARE RI 1274 29

Identification marks on air receivers: N^o1 REGISTRO ITAL K.NE 7794 P.P. 50 Kg/cm² W.P. 30 Kg/cm² 13-8-42; N^o2 REGISTRO ITAL K.NE 7799 P.P. 50 Kg/cm² W.P. 30 Kg/cm² 13-8-42; N^o3 REGISTRO ITAL K.NE 7798 P.P. 50 Kg/cm² W.P. 30 Kg/cm² 7-8-42; N^o4 REGISTRO ITAL K.NE 7790 P.P. 50 Kg/cm² W.P. 30 Kg/cm² 11-8-42

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

Description of fire extinguishing apparatus fitted _____

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo YES. If so, have the requirements of the Rules been complied with YES

If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with No

Is this machinery duplicate of a previous case YES. If so, state name of vessel _____

General Remarks (State quality of workmanship, opinions as to class, &c.) The Machinery of this vessel has been constructed during the war at Trieste by Cantieri Riuniti dell'Adriatico Fabbrica Macchine S. Andrea under supervision of the Registro Italiano.

The Machinery have been now completely examined as for attachment Report 9 all searching checked with the approved plans and found in order. The whole installation of piping arrangements and Machinery have been found in accordance with the Society's Rules and approved plans and it is submitted the machinery of this vessel merit to be classed in the Society's Register Book with the notations of LMC - 5-47

The amount of Entry Fee ... £

Special ... £

Donkey Boiler Fee... £

Travelling Expenses (if any) £

When applied for 18/12/42

When received 19

(The Committee's Minute)

FRI. 23 JAN 1948

Assigned L.M.C. 5-47 Oil Eng.

S(C.L.) 9.46 20.B.1856



Certificate (if required) to be sent to _____