

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

Single Screw vessel M/S. SERGIO LAGHI.
 Gross 10495
 Net 6182

MONFALCONE By whom built CANT. RIUNITI DELL'ADRIATICO Yard No. 1267 When built 1942-43
 TRIESTE By whom made CANT. RIUNITI DELL'ADRIATICO Engine No. 5357 When made 1942
 TRIESTE By whom made CANTIERI RIUNITI DELL'ADRIATICO Boiler No. When made 1942
 Horse Power 6250 Owners AZIENDA GENERALE ITALIANA PETROLIO 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 720 mm Length of stroke 1250 mm No. of cylinders 9 No. of cranks 9
 Indicated Pressure 6.4 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

Solid forged dia. of journals as per Rule 454 mm as fitted 490 mm Crank pin dia. 490 mm Crank webs Mid. length breadth 900 mm Mid. length thickness 305 mm Thickness parallel to axis 305 mm Thickness around eyehole 245 mm
 Semi built dia. of journals as fitted 490 mm as per Rule 490 mm as fitted 490 mm

Propeller Shaft, diameter as per Rule — as fitted — Intermediate Shafts, diameter as per Rule 396 mm as fitted 414 mm Thrust Shaft, diameter at collars as fitted 490 mm as per Rule 490 mm
 Shaft, diameter as per Rule NONE as fitted — Screw Shaft, diameter as per Rule 440 mm as fitted 451 mm Is the (tube) shaft fitted with a continuous liner —

Liners, thickness in way of bushes as per Rule 21 mm 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
 After boss 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

If 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-
 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 9.44 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

lined 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 CENT. 80 TONS NO. 1-125 TONS DUPLEX NO. 1-80 TONS CENT. How driven ELEC. MOTOR. STEAM ENGINE ELECT. 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

Oil Pumps, No. and size — Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 - (4-50 TONS & 7.5 TONS)

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. (24 90 mm & 14 90 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 pipes 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 pipes pass through the bunkers. NONE How are they protected —

Do 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 —

Are good vessels, 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.

Additional 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.

Engining 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 Internal diameter 1300 mm thickness 22 mm
Seamless, lap welded or riveted longitudinal joint RIVETED Material S.M.S. Range of tensile strength — Working pressure 30.6 MPa
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 —
(If not, state date of approval) 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 5/4/47 Covers 10/4/47 Pistons 9/4/47 Rods 9/4/47 Connecting rods 9/4/47
Crank shaft 4/4/47 Flywheel shaft 4/4/47 Thrust shaft 10/4/47 Intermediate shafts 16/4/47 Tube shaft —
Screw shaft Not exam. Propeller 25/4/47 Stern tube Not exam. Engine seatings 17/4/47 Engine holding down bolts 17/4/47
Completion of fitting sea connections EXAM. 25/4/47 Completion of pumping arrangements EX. 17/4/47 Engines tried under working conditions 6/5/47
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 Intermediate shafts, material S.M.S. Identification marks 41677-RI 11.8.42
Tube shaft, material — Identification mark — Screw shaft, material S.M.S. Identification mark SPARE RI 11.8.42
Identification marks on air receivers. Nº1 REGISTRO ITAL Nº2 REGISTRO ITAL Nº3 REGISTRO ITAL Nº4 REGISTRO ITAL
K.NE 7794 K.NE 7794 K.NE 7794 K.NE 7794
P.P. 50 KG/cm² P.P. 50 KG/cm² P.P. 50 KG/cm² P.P. 50 KG/cm²
W.P. 30 KG/cm² W.P. 30 KG/cm² W.P. 30 KG/cm² W.P. 30 KG/cm²
13.8.42 13.8.42 7.8.42 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 machinery 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's merit be entered 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 18/8/47
When received 19

(The Committee's Minute)

Assigned L.M.C. 5.47 Oil Eng.
S.C.L. 9.46 20.8.1856

FRI. 23 JAN 1948

Lloyd's Register Foundation