

REPORT ON OIL ENGINE MACHINERY.

No.

19763

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Report of writing Report 2-11-1953 When handed in at Local Office 4-2-1954 Port of GENOA

Survey held at TURIN Date, First Survey 11-7-52 Last Survey 19-10-1953

Book. M.V. "AGOSTINO FASSIO" Number of Visits 29

Single on the Twin Triple Quadruple Screw vessel CANTIERI NAVALI di TARANTO YD N° 143 Tons Gross Net

At TARANTO By whom built CANTIERI NAVALI di TARANTO Yard No. 143 When built

Engines made at TURIN By whom made FIAT S.G.M. Engine No. 3735 When made 1953

Gas Vertical Key Boilers made at Legnano By whom made FRANCO TOSI Boiler No. 6382 When made 1954

Net Horse Power 4000 Owners Port belonging to

Net Power as per Rule 1400 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Use for which vessel is intended

ENGINES, &c. Type of Engines FIAT TYPE 759 AIRLESS INJECTION 2 or 4 stroke cycle 2 Single or double acting SINGLE

Maximum pressure in cylinders 60 kg/cm² Diameter of cylinders 7507 Length of stroke 13207 No. of cylinders 9 No. of cranks 9

Indicated Pressure 6.2514/cm² Ahead Firing Order in Cylinders 1,7,5,3,9,2,6,4,8 Span of bearings, adjacent to the crank, measured

inner edge to inner edge 9687 Is there a bearing between each crank YES Revolutions per minute 120

Wheel dia. 24307 Weight 3920 kg Moment of inertia of flywheel (lbs. in² or Kg/cm²) 43472 Means of ignition COMP Kind of fuel used DIESEL

ank Solid forged dia. of journals as per Rule AS APP Crank pin dia. 5507 Crank webs Mid. length breadth 916 (44)7 Thickness parallel to axis 3187

all built as fitted 5507 Mid. length thickness 316 (22)7 Thickness around eye hole 2507

Wheel Shaft, diameter as per Rule AS APP Intermediate Shafts, diameter as fitted 4007 Thrust Shaft, diameter at collars as fitted 5507

as fitted 5507 as per Rule AS APP Screw Shaft, diameter as fitted 4367 Is the tube screw shaft fitted with a continuous liner YES

onze Liners, thickness in way of bushes as per Rule Thickness between bushes 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

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-

rosive 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

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

propeller, dia. 53007 Pitch VAR No. of blades 4 Material M.B. whether moveable Total developed surface 9.8 m² sq feet

ment of inertia of propeller (lbs. in² or Kg/cm²) 154122 Kind of damper, if fitted

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

rication FORCED Thickness of cylinder liners 60 mm Are the cylinders fitted with safety valves YES Are the exhaust pipes and silencers water cooled

lagged with non-conducting material 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. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

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

mps connected to the Main Bilge Line No. and size How driven

the cooling water led to the bilges If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

angements

llast Pumps, No. and size Power 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

re pumps, No. and size:—In machinery spaces In pump room

holds, &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 suction in the machinery spaces led from easily

ossible 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 Are they fixed

iciently 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

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

at pipes pass through the bunkers How are they protected

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

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

ces, or from one compartment 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

in Air Compressors, No. No. of stages diameters stroke driven by

Auxiliary Air Compressors, No. 2 No. of stages 2 diameters 220/135 stroke 200/110 driven by DIESEL ENG. & ELECT. MOTOR

all Auxiliary Air Compressors, No. No. of stages diameters stroke driven by

at provision is made for first charging the air receivers

avenging Air Pumps, No. 1-TWO PISTONS IN TANDEM diameter 16007 stroke 9807 driven by MAIN ENG. CRANK

auxiliary Engines crank shafts, diameter as per Rule Position

ve the auxiliary engines been constructed under special survey Is a report sent herewith

AIR RECEIVERS:—Have they been made under survey.....YES ✓ State No. of report or certificate N° M 255 ✓
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.....Cubic capacity of each.....Internal diameter.....thickness.....
Seamless, welded or riveted longitudinal joint.....Material.....Range of tensile strength.....Working pressure.....
Starting Air Receivers, No. 2 ✓ Total cubic capacity 94 m³ Internal diameter 1500 mm thickness 30 mm
Seamless, welded or riveted longitudinal joint WELDED Material M.S. Range of tensile strength 42/48 Kg/cm² Working pressure 18 kg/cm²
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 No.
PLANS. Are approved plans forwarded herewith for shafting 10-10-52 Receivers 25/7/52 Separate fuel tanks
Donkey boilers General pumping arrangements Pumping arrangements in machinery space
Oil fuel burning arrangements
Have Torsional Vibration characteristics been approved YES ✓ Date of approval 6-7-53
SPARE GEAR.
Has the spare gear required by the Rules been supplied YES
State the principal additional spare gear supplied TO BE SUPPLIED AT TARANTO.

FIAT
STABILIMENTO GRANDI MOTORI
The foregoing is a correct description of the engine.
Manufacturer.
Dates of Survey while building During progress of work in shops - - 11-7-52 - 19-10-53
During erection on board vessel - - -
Total No. of visits 29
Dates of examination of principal parts—Cylinders 20-7-53 30-7-53 Covers 10-10-53 Pistons 23-6-53 30-6-53 Rods 3-7-53 9-7-53 Connecting rods 3-7-53
Crank shaft 24-5-53 Flywheel shaft 24-2-53 Thrust shaft 24-2-53 Intermediate shafts Tube shaft
Screw shaft Propeller Stern tube Engine seatings Engine holding down bolts
Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions 18-9-53
Crank shaft, material E.F. STEEL Identification mark LLOYD'S TEST GEN. 27-5-53 Flywheel shaft, material Identification mark
Thrust shaft, material E.F. STEEL Identification mark LLOYD'S TEST GEN. 27-2-53 Intermediate shafts, material Identification marks
Tube shaft, material Identification mark Screw shaft, material Identification mark
Identification marks on air receivers N° 162/14 ✓ LLOYD'S TEST GEN. N° 163/15 ✓ LLOYD'S TEST GEN.
Welded receivers, state Makers' Name MESSRS. ANSALDO CARPENTERIA GENOA - VOLTRI.
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
Description of fire extinguishing apparatus fitted
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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) This engine has been built under Special Survey in accordance with the Society's Rules, the approved plans and the Secretary's letters. The materials & workmanship are of the highest quality. The torsional vibration characteristics of the shafting have been approved for a service speed of 120 R.P.M. The engine has been despatched to Taranto for fitting aboard the vessel. When this has been done and the engine tried under working conditions to the satisfaction of the Society's Surveyors the vessel will be eligible to have the record of X.L.M.C. (with data) OIL ENGINE in the Register Book of this Society.

The amount of Entry Fee £1. 750.000.
Special CAR FUND £1. 19.135.
Donkey Boiler Fee... £
Travelling Expenses (if any) £1. 84.995.
Committee's Minute FRIDAY 12 APR 1954
Assigned
When applied for 3-11-1953
When received 21-12-1953
Engineer Surveyor to Lloyd's Register of Shipping
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