

Motor Tanker "BONZO" No.22280 in R.B.
To Class 100 A1 "Carrying Petroleum in Bulk"

This vessel was built in 1931 by Messrs.Cantieri Riuniti dell' Adriatico to the classification of the Norske Veritas.

The Society's classification is now desired and 23 plans have been forwarded for consideration, showing the vessel's pumping arrangements, the principal main engine parts and the donkey boilers.

The scantlings of the donkey boilers meet the requirements of the Rules for the working pressure desired, viz:- 180 lb. per sq.inch, and the pumping arrangement and steam pipe arrangement as shown on the plans are such as could be accepted subject to certain provisos.

With 2 SCSA heavy oil engines intended for main propelling purposes and having 4 cylinders 680 mm. dia. by 1100 mm. stroke, span of main bearings 950 mm., maximum pressure in cylinders 35 kg. per sq.cm., diameter of flywheel 2700 mm., weight of flywheel 12,600 kg., diameter of propeller 4100 mm. and developing 1750 to 2125 BHP at 110 to 118 r.p.m., the sizes of/^{the}existing shafting merit approval, viz:-

Crankshaft pins and journals	435 mm. dia.
Thrust shaft	315 mm. dia.
Intermediate shaft	300 mm. dia.
Screw shaft having continuous liner	330 mm. dia.

Further, with 2 SCSA heavy oil engines intended for driving auxiliary machinery and having 2 cyls. 260 mm. dia. by 450 mm. stroke, span of bearings 330 mm., max. pressure in cylinders 35 kg. per sq.cm., mean indicated pressure 5.6 kg. per sq.cm., and developing 130 BHP at 270 r.p.m. the size of the existing crank shaft, viz:- pins and journals 165 mm. dia., merits approval.

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The plans of injection air receivers of the main and auxiliary engines merit approval for a working pressure of 80 kg. per sq.cm., it being concluded that the receivers are solid drawn.

The plan of starting air receiver also merits approval, it being concluded that the working pressure is about 40 kg. per sq.cm.,

IT IS SUBMITTED that provided the working parts of the machinery be opened up, examined and found in good order, the sizes of shafting be as shown on the plans, the scantlings of the oil fuel settling tanks be to the Surveyors' satisfaction, the boilers be examined internally and externally and found satisfactory, the scantlings of the boilers be in accordance with the plans, and the pumping arrangements be as shown and amended on the plans, the machinery of this vessel might be accepted and a notation of LMC (with date) without the distinguishing mark † might be assigned.

With reference to the plans of the pumping arrangements, it is concluded that each of the 30 tons per hour lubricating oil pumps is capable of supplying all the lubricating oil required for the main engines when working at full power. Further, the sizes of the air pipes to the double ^{bottom} tanks in the machinery space and the means for closing the short sounding pipes should be in accordance with the requirements of the Rules.

It is also concluded that bilge suction are fitted port and starboard in the pump room.

In regard to the arrangement of pipes and fittings on deck the Surveyors should assure themselves that there is no connection between the cargo oil pipe lines and the oil fuel pipes.

Return 2 sets of plans. (46)
Retain 1 set. (23)

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