

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 9129

Date of writing Report 19... When handed in at Local Office 17. 3. 1931 Port of Trieste
 Received at London Office 27 MAR 1931
 No. in Survey held at Monfalcone Date, First Survey 18 Dec. 1929 Last Survey 11 March 1931
 Reg. Book. 89923 on the Single Twin Triple Quadruple Screw vessel Corticellozzo Number of Visits 7

Tons Gross 7023
 Net 4224

Built at Monfalcone By whom built Cant. Pium. dell'Adriat. Yard No. 223 When built 1931
 Engines made at Turin By whom made Fiat Fab. G. M. Engine No. 1640 When made 1931
 Donkey Boilers made at Anman By whom made Lochman & Co. Ltd. Boiler No. 11719 When made 1931
 Brake Horse Power 4400 Owners Soc. Venetiana di N. a V. Port belonging to Venice
 Nom. Horse Power as per Rule 1220 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which vessel is intended India

see also Genoa Report No. 11731
 OIL ENGINES, &c.—Type of Engines Triat L 758 2 or 4 stroke cycle 2 Single or double acting single
 Maximum pressure in cylinders 35 Kg. Diameter of cylinders 750 mm Length of stroke 1250 mm No. of cylinders 8 No. of cranks 8
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 1050 mm Is there a bearing between each crank yes
 Revolutions per minute 100 Flywheel dia. 3400 mm Weight 15900 kg Means of ignition Compress. Kind of fuel used Diesel oil
 Crank Shaft, dia. of journals as per Rule 467.4 mm as fitted 500 mm Crank pin dia. 500 mm Crank Webs Mid. length breadth 800 mm Thickness parallel to axis 313 mm
 as fitted 500 mm Mid. length thickness 310 mm Thickness around eye-hole 222 1/2 mm
 Flywheel Shaft, diameter as per Rule — as fitted 500 mm Intermediate Shafts, diameter as per Rule 362 mm as fitted 390 mm Thrust Shaft, diameter at collars as per Rule 380.9 mm as fitted 440 mm
 Tube Shaft, diameter as per Rule — as fitted — Screw Shaft, diameter as per Rule 396.9 mm as fitted 430 mm Is the tube shaft fitted with a continuous liner yes
 as fitted — as fitted 430 mm Is the screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule 19.7 mm as fitted 22 mm Thickness between bushes as per rule 14.3 mm as fitted 17 mm Is the after end of the liner made watertight in the propeller boss yes
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner yes
 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-corrosive —
 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 end of the tube shaft no
 Length of Bearing in Stern Bush next to and supporting propeller 1730 mm

Propeller, dia. 5000 mm Pitch 4700 mm No. of blades 4 Material bronze whether Moveable no Total Developed Surface 8.3 sq. m
 Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when disclutched yes Means of lubrication forced
 Thickness of cylinder liners 55 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material lagged
 If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine —
 Cooling Water Pumps, No. Two 355 x 246 mm One spare 120 T. Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes
 Bilge 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 Two 50 Tons One 150 Tons How driven Electric Motors
 Ballast Pumps, No. and size One 150 Tons Lubricating Oil Pumps, including Spare Pump, No. and size Two gear pump on Main Eng One 50 Tons Independent

Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Machinery Spaces 5 at 3" — One in Tunnel Well at 3"
 In Holds, &c. No. 1, 2 at 3" — No. 2, 2 at 3" — No. 3, 2 at 3" — Deep Tank 4 at 4" — No. 5, 2 at 3" — No. 6, 3 at 3"
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Four at 4 3/4"
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions 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
 What pipes pass through the bunkers — How are they protected —
 What pipes pass through the deep tanks — 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 yes Is it fitted with a watertight door yes worked from main deck
 If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Main Air Compressors, No. Two No. of stages 3 Diameters 690 x 610 x 135 Stroke 720 mm Driven by Main Eng.
 Auxiliary Air Compressors, No. Two No. of stages 3 Diameters 310 x 270 x 65 Stroke 360 " Driven by Aux. D. E.
 Small Auxiliary Air Compressors, No. One No. of stages 3 Diameters 185 x 165 x 42 Stroke 140 " Driven by Flat-bull Mot.
 Scavenging Air Pumps, No. Two tandem Diameter 1320 mm Stroke 1100 mm Driven by Main Eng.
 Auxiliary Engines crank shafts, diameter as per Rule 153 mm as fitted 165 mm

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Safety valves to Compressors and to the 0.20 Atm. air receiver for whistle
 Can the internal surfaces of the receivers be examined no What means are provided for cleaning their inner surfaces plugs at both ends
 Is there a drain arrangement fitted at the lowest part of each receiver yes
 High Pressure Air Receivers, No. Two Cubic capacity of each 200 Litrs. Internal diameter 313 mm thickness 14 mm
 Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 44-50 Kg. Working pressure by Rules 85.4 Kg.
 Starting Air Receivers, No. 36 Total cubic capacity { 20 x 500 Litrs. { 20 x 313 mm { 14.7 mm
 { 16 x 300 " { 16 x 400 " { 17 " thickness { 17 " Working pressure by Rules 85.4 & 84 Kg.
 Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 44-50 Working pressure by Rules 85.4 & 84 Kg.

IS A DONKEY BOILER FITTED? *yes* If so, is a report now forwarded? *yes*

PLANS. Are approved plans forwarded herewith for Shafting *25.9.29 & 30.9.29* Receivers *3.2.30* Separate Tanks *-*

Donkey Boilers *yes* General Pumping Arrangements *in London* Oil Fuel Burning Arrangements *-*

SPARE GEAR *See list attached*

The foregoing is a correct description.

Manufacturer.

Please see *Genoa Report No 11731*

Dates of Survey while building { During progress of work in shops - - }
 { During erection on board vessel - - }
 { Total No. of visits } *Trieste: seventeen*

1929 Dec 18, 1930 July 18, 31, Aug 4, Oct 9, Dec 13, 15, 1931 Jan 13, 21, Feb 4, 20, 23, 27, Mar 2, 5, 10, 11.

See also *Genoa Report No 11731*

Dates of Examination of principal parts - Cylinders *13.1.31* Covers *13.1.31* Pistons *13.1.31* Rods *13.1.31* Connecting rods *21.1.31*

Crank shaft *21.1.31* Flywheel shaft *4.2.31* Thrust shaft *4.2.31* Intermediate shafts *4.2.31* Tube shaft *-*

Screw shaft *15.12.30* Propeller *2.3.31* Stern tube *14.12.30* Engine seatings *14.12.30* Engines holding down bolts *4.2.31*

Completion of fitting sea connections *14.12.30* Completion of pumping arrangements *20.2.31* Engines tried under working conditions *11.3.31*

Crank shaft, Material *Steel* Identification Mark *GB 111-24.4.30* Flywheel shaft, Material *-* Identification Mark *-*

Thrust shaft, Material *Steel* Identification Mark *Ag. 571-4.7.30* Intermediate shafts, Material *Steel* Identification Marks *GB 223-24, 227-28, 237, 266-67 1.8.30*

Tube shaft, Material *-* Identification Mark *-* Screw shaft, Material *Steel* Identification Mark *GB 0218-5.8.30*

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*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *no* If so, have the requirements of the Rules been complied with *-*

Is this machinery duplicate of a previous case *yes* If so, state name of vessel *M/s Barbarigo & Bismarica*

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed at Turin and fitted on board at Monfalcone under special survey in accordance with the Rules and approved plans. It has been tested under full working condition and found satisfactory.

It is submitted the machinery of this vessel is eligible to have the notation of + L M C 3.31



The amount of Entry Fee *Paid at Genoa* : When applied for, *18/3/31*

1/5 Special ... Line 24.27 : *AMB*

Donkey Boiler Fee *Paid at Genoa* : When received, *9.4.31*

Travelling Expenses (if any) *none 740* : *Elb*

Committee's Minute *TUE. 31 MAR '31*

Assigned *+ L.M.C. 3.31*
C.L. Oil Eng. D.B. 10016

R. Luparini
Engineer Superior to Lloyd's Register of Shipping.



Certificate (if required) to be sent to Trieste Office

For S.O.F. please see F.R.I. ... R. ...