

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
No. in Survey held at Monfalcone Date, First Survey 18 Dec. 1929 Last Survey 11 March 1931
Reg. Book. 89923 on the Single Triple Quadruple Screw vessel Corticellozzo Number of Visits 17

Tons Gross 7023
Net 4224

Built at Monfalcone By whom built Cant. Rium. 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 Annan 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 159 tons Means of ignition Compres. 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
Flywheel Shaft, diameter as per Rule 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 500 mm Screw Shaft, diameter as per Rule 396.9 mm as fitted 430 mm Is the tube 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 disengaged 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 255 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. S. E.

Small Auxiliary Air Compressors, No. One No. of stages 3 Diameters 185 x 165 x 42 Stroke 140 " Driven by Flat bulb 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. Internal diameter 16 x 313 mm thickness 14.7 mm
Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 44-50 Working pressure by Rules 85.4 & 84 kg.

...If so, is a report now forwarded? yes

Separate Tanks

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

The foregoing is a correct description.

Manufacturer.

Dates of Survey while building { During progress of work in shops - - } Please see Genoa Report No 11731
 { During erection on board vessel - - } 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.
 Total No. of visits Trieste: Monteen
 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 Hull Identification Mark GB 111-24.4.30 Flywheel shaft, Material — Identification Mark —
 Thrust shaft, Material Hull Identification Mark 2.9.571-4.7.30 Intermediate shafts, Material Hull Identification Marks GB 223-24, 227-28, 237,
 Tube shaft, Material — Identification Mark — Screw shaft, Material Hull Identification Marks 266-67 1.8.30
 Identification Mark GB 0218-5.8.

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 & Bimonic

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.

If it is submitted the Machinery of this vessel is eligible to have the notation of T L M C 3.31

DUAL CLASS

L. R. & R. I.

The amount of Entry Fee	<i>Paid at Glasgow</i>	:	When applied for,
<i>1/5</i> Special ...	<i>... £24.27</i>	:	<i>18/3/1931</i>
Donkey Boiler Fee	<i>Paid at Glasgow</i>	:	When received,
Travelling Expenses (if any)	<i>none 740-</i>	:	<i>9.4.1931</i>

Committee's Minute

Assigned

+ L. MC. 3.31

CERTIFICATE WRITTEN

Oil Eng.

D.B. 10026.

R. F. Sparrow
Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation