

REPORT ON OIL ENGINE MACHINERY.

No. 11734

26 JAN 1931

Date of writing Report 21-1-31 When handed in at Local Office 22-1-31 Port of GENOA

No. in Survey held at TURIN Date, First Survey April 11th 1930 Last Survey 23 December 1930

on the Single Screw vessel "CORTELLAZZO" Tons 53

Built at MONFALCONE By whom built CANTIERI RIUNITI DEL ADRIATICO Yard No. 228 When built 1931

Engines made at TURIN By whom made FIAT. STABILIMENTO GRANDI MOTORI Engine No. 1640 When made 1931

Donkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓

Brake Horse Power 4,400 Owners SOCIETA' VENEZIANA DI NAVI VAP. Port belonging to VENICE

Nom. Horse Power as per Rule 1220 Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓

Trade for which vessel is intended 1219

TYPE OF ENGINES, &c.—Type of Engines FIAT. L.758 2 or 4 stroke cycle 2 Single or double acting SINGLE

Maximum pressure in cylinders 35 Kgs Diameter of cylinders 750 Length of stroke 1250 No. of cylinders 8 No. of cranks 8

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 1050 Is there a bearing between each crank ✓

Revolutions per minute 100 Flywheel dia. 3400 Weight 15 TONS Means of ignition COMPRESSION Kind of fuel used DIESEL OIL

Crank Shaft, dia. of journals 467.4 Crank pin dia. 500 Crank Webs 362 Mid. length breadth 800 Thickness parallel to axis 3/8

Flywheel Shaft, diameter 500 Intermediate Shafts, diameter 425 Thrust Shaft, diameter at collars 440

Tube Shaft, diameter 430 Screw Shaft, diameter 396.9 Is the tube shaft fitted with a continuous liner ✓

Bronze Liners, thickness in way of bushes 19.7 Thickness between bushes 14.3 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 ✓

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 ✓

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 the tube shaft ✓

Propeller, dia. 5000 Pitch ✓ No. of blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ sq. feet

Method of reversing Engines DIRECT Is a governor or other arrangement fitted to prevent racing of the engine ✓ Means of lubrication ✓

Are the cylinders fitted with safety valves ✓ Are the exhaust pipes and silencers water cooled or lagged with conducting material ✓

Is the exhaust is led overboard near the watertline, what means are arranged to prevent water from being syphoned back to the engine ✓

Boiling Water Pumps, No. TWO 255 x 246 Is the sea suction provided with an efficient strainer which can be cleared within the vessel ✓

Are the 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 ✓ How driven ✓

Fast Pumps, No. and size ✓ Lubricating Oil Pumps, including Spare Pump, No. and size 2. GEAR PUMPS

Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge pumps, No. and size:—In Machinery Spaces ✓

Holds, &c. ✓

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ✓

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes ✓ Are the Bilge Suctions in the Machinery Spaces from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges ✓

Are all Sea Connections fitted direct on the skin of the ship ✓ Are they fitted with Valves or Cocks ✓

Are they fixed sufficiently 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 ✓

Are 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 ✓

Do all pipes pass through the bunkers ✓ How are they protected ✓

Do all pipes pass through the deep tanks ✓ Have they been tested as per Rule ✓

Do all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times ✓

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 ✓ Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓

Are wood vessels, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork ✓

Air Compressors, No. TWO No. of stages THREE Diameters 690/610/135 Stroke 720 Driven by MAIN ENGINES

Auxiliary Air Compressors, No. TWO No. of stages THREE Diameters 310/270/65 Stroke 360 Driven by DIESEL ENGINES

Small Auxiliary Air Compressors, No. ONE No. of stages THREE Diameters 185/165/42 Stroke 140 Driven by SEMI-DIESEL ENGINE

Scavenging Air Pumps, No. TWO TANDEM Diameter 1320 Stroke 1100 Driven by MAIN ENGINES

Auxiliary Engines crank shafts, diameter 153 as fitted 165 2 by 260 + 450 2160

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule ✓

Can the internal surfaces of the receivers be examined No What means are provided for cleaning their inner surfaces ✓

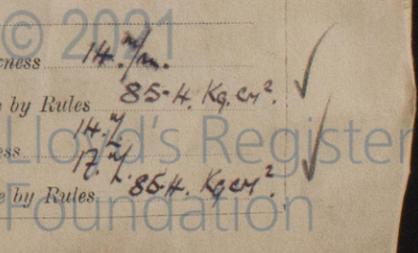
Is there a drain arrangement fitted at the lowest part of each receiver ✓

High Pressure Air Receivers, No. TWO Cubic capacity of each 200 LITRES Internal diameter 313 thickness 14

Seamless, lap welded or riveted longitudinal joint SEAMLESS Material STEEL Range of tensile strength 44-50 Kgs Working pressure by Rules 85.4 Kg. cm²

Starting Air Receivers, No. 36 20 @ 500 LITRES Total cubic capacity 14800 LITRES Internal diameter 400 thickness 14

Seamless, lap welded or riveted longitudinal joint SEAMLESS Material STEEL Range of tensile strength 44-50 Kg Working pressure by Rules 85.4 Kg. cm²



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting 25-9-29, 30-5-29. Receivers 3-2-30, 26-3-30. Separate Tanks

Donkey Boilers General Pumping Arrangements Oil Fuel Burning Arrangements

SPARE GEAR

WILL BE PLACED ON BOARD AT TRIESTE.

The foregoing is a correct description,

STABILIMENTO GRANDI MOTORI
di Sestore
ING. GIOVANNI CHIESA

Ing. Quirici

Manufacturer.

Dates of Survey while building: During progress of work in shops - 1930. APRIL 11, 18, 29. MAY 2, 13, 16, 23, 27, 30. JUNE 2, 5, 10, 17, 20, 27. JULY 1, 4, 8, 15, 18, 22, 25, 29. AUG. 1, 5, 8, 19, 22, 26, 29. SEPT. 3, 4, 9, 12, 16, 19, 23, 26, 30. OCT. 3, 7, 10, 14, 17, 21, 24. NOV. 19. During erection on board vessel - DECEMBER 2, 9, 12, 16, 19, 23. Total No. of visits 53 IN SHOPS.

Dates of Examination of principal parts - Cylinders 29-7-30 Covers 29-7-30 Pistons 26-8-30 Rods 3-1-30 Connecting rods 16-12-30 Crank shaft 16-12-30 Flywheel shaft Thrust shaft 5-8-30 Intermediate shafts 1-8-30 Tube shaft Screw shaft 5-8-30 Propeller Stern tube Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions

Crank shaft, Material STEEL. Identification Mark KH. 14105, 31-5-30 Flywheel shaft, Material Identification Mark

Thrust shaft, Material STEEL. Identification Mark S.A. 571, 4-7-30 Intermediate shafts, Material STEEL. Identification Marks GB. 0223, 0267, 0224, 0227, 0228, 0229, 0266

Tube shaft, Material Identification Mark Screw shaft, Material STEEL. Identification Mark GB. 0218, 5-8-30 SPARE. GB. 0217, 10-12-30

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

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

Is this machinery duplicate of a previous case YES. If so, state name of vessels M.S. "BARBARIGO" & M.S. "BIRMANIA"

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

THE MACHINERY OF THIS VESSEL HAS BEEN CONSTRUCTED UNDER SPECIAL SURVEY OF TESTED MATERIALS AND IS IN ACCORDANCE WITH THE SECRETARY'S LETTERS, APPROVED PLANS AND RULE REQUIREMENTS.

THE MATERIALS AND WORKMANSHIP ARE GOOD AND THE ENGINES WHEN TRIED ON THE TEST BED WERE FOUND TO WORK SATISFACTORILY.

THE MACHINERY HAS NOW BEEN FORWARDED TO TRIESTE WHERE IT WILL BE INSTALLED ON BOARD THE M.V. "CORTELLAZZO" AND WHEN THIS HAS BEEN CARRIED OUT TO THE SATISFACTION OF THE SOCIETY'S SURVEYORS AT THAT PORT THE VESSEL WILL BE ELIGIBLE, IN OUR OPINION, TO BE CLASSED IN THE SOCIETY'S REGISTER BOOK AND TO HAVE THE NOTATION "OIL ENGINES" * L.M.C. (WITH DATE)

GENOA OFFICE.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee £ 9910.00
Special £ 1200.00
Donkey Boiler Fee £ 720.00
Travelling Expenses (if any) £ 2741.00

When applied for, 19
When received, 9. 4. 1931

Committee's Minute

TUE. 31 MAR '31

Assigned

See F.E. Rpt.

J. Leicester for self and G. Bellachie
Engineer Surveyors to Lloyd's Register of Shipping.



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