

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 2795

Date of writing Report 19th Sept 1927 When handed in at Local Office 10 Port of Naples
 No. in Survey held at Reg. Book. 38265 on the Single Twin Triple Quadruple Screw vessel Motorship Virgiglio
 Date, First Survey 16th Sept 1926 Last Survey 6th July 1927 Number of Visits 9

built at Baia (Naples) By whom built Cantieri ed Officine Meridionali Yard No. 15 When built
 Engines made at Trieste By whom made Stabilimento Tecnico Triestino Engine No. When made
 Donkey Boilers made at By whom made Boiler No. When made
 Brake Horse Power Owners Navigazione Generale Italiana Port belonging to Genoa
 Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which vessel is intended

ENGINES, &c.—Type of Engines 2 or 4 stroke cycle Single or double acting
 Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank
 Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used
 Crank Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Thickness parallel to axis
 Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 325 mm Thrust Shaft, diameter at collars as per Rule as fitted
 Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 383 mm Is the tube screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule 17.5 mm Thickness between bushes as per rule 13.1 mm 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
 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 Length of Bearing in Stern Bush next to and supporting propeller 2530 mm
 Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet
 Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication
 Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with
 non-conducting material 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. Is the sea suction provided with an efficient strainer which can be cleared within the vessel
 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 How driven
 Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
 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
 That pipes pass through the bunkers How are they protected
 That 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
 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
 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. No. of stages Diameters Stroke Driven by
 Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
 Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
 scavenging Air Pumps, No. Diameter Stroke Driven by
 Auxiliary Engines crank shafts, diameter as per Rule as fitted
RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule
 Shipping, in the internal surfaces of the receivers be examined What means are provided for cleaning their inner surfaces
 there a drain arrangement fitted at the lowest part of each receiver
 High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness
 seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules
 Starting Air Receivers, No. Total cubic capacity Internal diameter thickness
 seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting (If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

One propeller shaft

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - }
 { During erection on board vessel - - }
 Total No. of visits 9

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
 Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft
 Screw shaft 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 Identification Mark Flywheel shaft, Material Identification Mark
 Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks
 Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Is the flash point of the oil to be used over 150° F.

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 vessel was taken to Genoa for completion and installation of machinery. On or far as the installation has been advanced at Naples the same is in accordance with the Rule requirements and the material and workmanship are good and to my satisfaction.

The machinery will be eligible in my opinion to have the record of +LMC when the installation has been completed to the satisfaction of the Society's Surveyors at Genoa.

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

The amount of Entry Fee ... £
 Special ... £
 Donkey Boiler Fee ... £
 Travelling Expenses (if any) ... £
 When applied for, 19.
 When received, 19.

Committee's Minute 18 MAY 1928

Assigned

See Gen. L.B. No. 10313

Engineer Surveyor to Lloyd's Register of Shipping.



S. A. ARMSTRONG DI POZZUOLI IN LIQUIDAZIONE

LIQUIDATORI

Lloyd's Register Foundation