

## REPORT ON OIL ENGINE MACHINERY.

No. 6948

Received at London Office

15 JAN 1925

Writing Report 8/1/26 When handed in at Local Office

12/1/26 Port of Trieste

Survey held at

SPLIT.

Date, First Survey 14/8/1924

Last Survey Trieste Dec 10 1925

Number of Visits Trieste (2)

33 on the

Single

Triple

SAIL POWER WITH Aux. Mot. SAVIA ex JELVA

Tons Gross 147.61

Net 105.23

at STADSKANAL

By whom built W. MULDER

Yard No. — When built 1914

at BERLIN-MARIENFELDE

By whom made DAIMLER MOTOREN - C.E.S.

Engine No. — When made 1917

ers made at —

By whom made —

Boiler No. — When made —

Power —

Owners BETON GRAD. D.D.

Port belonging to SPLIT

Power as per Rule 36

Is Refrigerating Machinery fitted for cargo purposes —

Is Electric Light fitted —

NES, &amp;c. Type of Engines

DIESEL-DAIMLER MOT.

2 or 4 stroke cycle 4 Single or double acting SINGLE

No. of cylinders 514 44.

No. of cylinders 6

Diameter of cylinders 7 7/8"

No. of cranks 6

Length of stroke 10 6/8"

adjacent to the Crank, measured from inner edge to inner edge 20 4/7"

SEE SH. PLAN. Is there a bearing between each crank EVERY 12° CRANK.

Flywheel dia. 450/500

Weight 1082 101.

Means of ignition COMP.

Kind of fuel used DIESEL OIL

as per Rule 4 7/8"

Crank pin dia. 4 8/4"

Crank Webs

Mid. length breadth 6"

Thickness parallel to axis 3 1/2"

as fitted 4 8/4"

Intermediate Shafts, diameter

as per Rule NONE

as fitted NONE

Thrust Shaft, diameter at collars 4 1/2"

as per Rule NONE

Screw Shaft, diameter

as per Rule 3 7/4"

as fitted 3 7/4"

Is the tube screw shaft fitted with a continuous liner WITH BUT LINER

as per Rule NONE

Thickness in way of bushes

as per Rule

as fitted

Thickness between bushes as per rule

as fitted

Is the after end of the liner made watertight in the

as fitted

as per rule

as fitted

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

as fitted

as per rule

as fitted

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IS A DONKEY BOILER FITTED?  
HYDRAULIC TESTS.—

No.

If so, is a report now forwarded? ☒

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS .....	6/12/1925	514 lbs.	1028 lbs.		TEST MADE BY THE MANUFACTURER
" " COVERS .....	6/12/1925	514 lbs.	1028 lbs.		100 ATM.
" " JACKETS .....	6/12/1925	21 lbs.	60 lbs.		100 ATM.
" PISTON WATER PASSAGES .....					7 ATM.
MAIN COMPRESSORS—1st STAGE .....	10/12/1925	114 lbs.	284 lbs.		20 ATM.
" 2nd " .....	10/12/1925	852 lbs.	1704 lbs.		100 ATM.
" 3rd " .....					
AIR RECEIVERS—STARTING .....	11/12/1925	852 lbs.	1704 lbs.		300 ATM. WATER PRESS. 80 ATM. AIR.
" INJECTION .....	11/12/1925	852 lbs.	1704 lbs.		300 ATM. WATER PRESS. 90 ATM. AIR.
AIR PIPES .....	12/2/1924	852 lbs.	1704 lbs.		
FUEL PIPES .....	12/2/1924	852 lbs.	1704 lbs.		
FUEL PUMPS .....	12/2/1924	852 lbs.	1704 lbs.		
SILENCER .....					
" WATER JACKET .....	12/2/1924	21 lbs.	60 lbs.		100 ATM.
SEPARATE FUEL TANKS .....	10/12/1925	21 lbs.	60 lbs.		

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

Donkey Boilers

General Pumping Arrangements

YES

Receivers

YES

Separate Tanks

SPARE GEAR compared with rules list and found complete and in  
order.

The foregoing is a correct description.

Dates of Survey  
During progress of work in shops—  
During erection on board vessel—  
Total No. of visits

from Trieste 1925 Sep 7, Dec 19  
Trieste 2

Dates of Examination of principal parts—Cylinders 7.12.25 Covers 7.12.25 Pistons 7.12.25 Rods 7.12.25 Connecting rods 7.12.25  
Crank shaft 7.12.25 Flywheel shaft 7.12.25 Thrust shaft 10.12.25 Intermediate shafts  
Screw shaft 10.4.24 Propeller 10.4.24 Stern tube 10.4.24 Engine seatings 12.2.24 Engines holding down bolts 10.12.25  
Completion of fitting sea connections 10.4.24 Completion of pumping arrangements 3.25 Engines tried under working conditions 1925 FINE  
Crank shaft, Material STEEL Identification Mark — Flywheel shaft, Material — Identification Mark —  
Thrust shaft, Material STEEL Identification Mark — Intermediate shafts, Material — Identification Marks —  
Tube shaft, Material Identification Mark — Screw shaft, Material STEEL 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.)

PLEASE SEE FINE REPORT 2852.

The quality of the workmanship is good; Cylinders, covers, pistons, compressor, air receiver pump, valves crank, Thrust and  
screw shaft examined. Tested as per rules requirements as above  
with satisfactory results, all safety valves adjusted with notes in  
working conditions. The motor and shafting compared with  
The approved plans and found correct.  
The plans is herewith enclosed. In my opinion the Machinery  
is eligible for the notation of LME-12.25.

The amount of Entry Fee £ 240.  
Special ... £ 500.  
Donkey Boiler Fee ... £  
Travelling Expenses (if any) £ 175.

When applied for,  
Jan 12 1925  
When received,  
19.3.1926

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 2 FEB 1926

Assigned

L.M.B. 12.25

18.17 fitted 25

FEB. 20 APR 1928

JER. 7 DEC 1928



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