

REPORT ON OIL ENGINE MACHINERY.

No. 9741

Received at London Office

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4b

Writing Report 10/2/27 19

When handed in at Local Office 10/2/27

Port of GENOA

Survey held at

GENOA

Date, First Survey May 25th 1925

Last Survey January 12 1927

Number of Visits 36

Single
on the Twin
Triple
Quadruple

Screw vessel

"TERESA ODERO"

Tons Gross 8189
Net 5054

FOCE GENOA

By whom built Cantieri Navali Odero

Yard No. 242 When built 1926

made at Cornigliano Ligure

By whom made Cantieri Officine Savoia

Engine No. 3268 When made 1927

Boilers made at Foce Genoa

By whom made Cantieri Navali Odero

Boiler No. 180 When made 1927

Horse Power 2600

Owners Cantieri Navali Odero

Port belonging to Genoa

Horse Power as per Rule 563.5

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

for which vessel is intended General Cargo, Gulf Ports

ENGINES, &c. Type of Engines M.A.N. Diesel 2 or 4 stroke cycle 4 Single or double acting Single

pressure in cylinders 38 kg/cm² Diameter of cylinders 560 m/m Length of stroke 1000 m/m No. of cylinders 6 each No. of cranks 12 = 6 each

bearings, adjacent to the Crank, measured from inner edge to inner edge 760 m/m Is there a bearing between each crank Yes

ons per minute 130 Flywheel dia. 2110 m/m Weight 11,050 kg Means of ignition Compression Kind of fuel used Diesel Oil

Shaft, dia. of journals as per Rule 355.5 as fitted 360 Crank pin dia. 360 m/m Crank Webs Mid. length breadth 172 m/m Thickness parallel to axis 225

el Shaft, diameter as per Rule 355.5 as fitted Intermediate Shafts, diameter as per Rule 238.5 as fitted 260 Thrust Shaft, diameter at collars as per Rule 250 m/m as fitted 270 m/m

Shaft, diameter as per Rule 288.5 as fitted 300 Is the shaft fitted with a continuous liner Yes

Liners, thickness in way of bushes as per Rule 15.35 m/m as fitted 18 m/m Thickness between bushes as per rule 11.5 m/m as fitted 16 m/m Is the after end of the liner made watertight in the

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

r 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

ers are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after

tube shaft No Length of Bearing in Stern Bush next to and supporting propeller 1,400

r, dia. 3,600 Pitch 2,950 No. of blades 3 Material Bronze whether Moveable Yes Total Developed Surface 3.5 m² sq. feet

of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when stopped Yes Means of lubrication

ed Thickness of cylinder liners 42 m/m Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

ding material Both If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine Exhaust up

Water Pumps, No. 2- Independent Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes Funnel

pumps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -

connected to the Main Bilge Line No. and Size 3,1-300 x 300 x 350 (Duplex) 1- 190 x 150 x 150 1 Centrifugal at 20 tons per hr.

Pumps, No. and size 1-300x300x250 200 tons per hr. Electric Driven (1 Cent. 24 tons per hr. 1-Recip. recating

dependent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Machinery Spaces 1-170 m/m 2-125 m/m 2-80 m/m Tunnels 2-70 m/m E.R. Ford Cofferdam 2-70m/m E.R. Art Cofferdam - Drain Plugs

No 1,2-80 No2,2-80 Deep Tank 2-80 No3 2-80 1-70 No4 2-80 1-70 m/m

dent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-170 m/m 2-125 m/m

the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces

easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Valves & (Blowdown) Cocks

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

ft., Forecastle 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

es pass through the bunkers None How are they protected

es pass through the deep tanks Ford Bilge & Ballast Suctions Have they been tested as per Rule Yes

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

angement 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

ment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Upper dk.

l vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

ir Compressors, No. 1- Each Engine No. of stages 3 Diameters 110-470-530 Stroke 400 Driven by Main Engines

ry Air Compressors, No. 1 No. of stages 3 Diameters 72-290-330 Stroke 250 Driven by Aux. Diesel

uxiliary Air Compressors, No. 1 No. of stages 2 Diameters 110-350 Stroke 100 Driven by Steam Engine

arger Blower No. 1 Centrifugal Diameter of Fan 1110 Stroke 200 m³ per min. Driven by Aux Diesel

ry Engines crank shafts, diameter as per Rule 142.5 as fitted 1-4 Cyl. & 2-3 Cyl. Crank shafts all 125 m/m diam. with 44 m/m hole

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

nternal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Openings at ends

a drain arrangement fitted at the lowest part of each receiver Yes 2-200 Litres each

essure Air Receivers, No. 3 Cubic capacity of each 1-400 " Internal diameter 405 m/m thickness 20 m/m

lap welded or riveted longitudinal joint Seamless Material S.M. Steel Range of tensile strength 55/65 kg. Working pressure by Rules 132.5 kg.

Air Receivers, No. 2 Total cubic capacity 20 cub. metres Internal diameter 1500 m/m thickness 23 m/m

lap welded or riveted longitudinal joint Riveted Material S.M. Steel Range of tensile strength 41 kg. Working pressure by Rules 30.3 kg.

Total No. of Visits

DUAL SURVEY
L.R. & R.I.

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Lloyd's Register
Foundation

SPARE GEAR MAIN ENGINES- 1 cylinder cover complete, 1 set of valves for one cylinder with and fittings, 6 fuel needle valves, 1 piston complete with rings, 1 set of piston rings, 1 set wheels, 1 set of studs and nuts for 1 cyl.cover, 2 bolts and nuts for crosshead, 2 for crank pin for main bearing, 3 sets of shaft coupling bolts (i.e. 1 for each size of coupling) AIR COMPRESSOR & PUMPS- 1 set of piston rings for each sized piston, 1 half set suction and delivery valves of size, 1 set working parts for one fuel pump, AUX. DIESEL ENGS.- 1 set valves, springs and fittings 1 cyl. 5 fuel valves, Set piston rings for 1 piston, Studs and nuts for 1 cyl.cover, 2 bottom end 4 main bearing bolts and nuts, 1 set air compressor piston rings for each size, Half set compressor valves, Set working parts for fuel pump, AUXY PUMPS- Set suction & delivery valves for daily fuel pump, bilge pump, circulating water pump, GENERAL- Assorted bolts & nuts, assorted piping with flanges as required by Rules, Half set of all safety valve springs, Supply of white metal, Set for lubricating pump, spare gauges etc.

going is a correct desc.

Manufacturer.

Dates of Examination of principal parts—Cylinders 13-7-26 Covers 22-9-26 Pistons 27-7-26 Rods 27-7-26 Connecting rods 27-7-26 Take shaft 13/8/26

Crank shaft 17/3/26 Flywheel shaft P. 13/12/26 Thrust shaft P. 27/7/26 Intermediate shafts 13/1/26 Tube shafts
 Screw shaft 13/8/26 Propeller SS. 13/12/26 Stern tube S. S. 27/7/26 Engine seatings 6/5/26 Engines holding down bolts 22/4/26

Completion of fitting sea connections. 13/12/26 Completion of pumping arrangements 17/12/26 Engines tried under working conditions

Crank shaft, Material Steel Identification Mark 65 G.B. 17-326 Flywheel shaft, Material Steel Identification Mark 65 G.B. 17-326

Thrust shaft, Material Steel Identification Mark 295 AG, 298 AG Intermediate shafts, Material Steel Identification Marks 295 AG, 298 AG

Tube shaft, Material - Identification Mark - Screw shaft, Material Steel Identification Mark No 35

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

Is this machinery duplicate of a previous case Yes If so, state name of vessel M/V "STELVIO"

General Remarks (State quality of workmanship, opinions as to class, &c. The main & Auxiliary Machinery has been

of tested materials, under Special Survey, in accordance with approved plans, the Secretary's 1
the Requirements of the Rules. Materials and workmanship are good. The whole has been fitted
a satisfactory manner and has been tried under working conditions with good results. In our
the vessel is eligible for the record of * L.M.C. (Oil Engines) 1-27.

NOTE:- The Auxiliary Diesel which drives one dynamo and the supercharger might be considered as spare. The supercharger will only be used occasionally and is not necessary to the working of the ship. The dynamo also will only be used occasionally as there are two other each of which is capable of dealing with the normal requirements.

14 Intermediate shafts - No429 GCV.13-8-26 - 4I5 GB.19-7-26 - No385 GB. 19-7-26 - No386 GB. 2-
No 387 GB.19-7-26- No392 GB. 19-7-26 - No393 GB.23-6-26 - No351 GB. 4-8-26 - No353 GB.19-7-
No354 GB.23-6-26 No352 GB. 23-6-26 No355 GB.23-6-26 No357 GB. 23-6-26 No358 GB. 23-6-26

1st		2nd		3rd		4th		5th		6th		7th		8th		9th		10th		11th		12th	
The amount of Entry Fee	...	£	690.-	:	When applied for,	7/2/27	19																
Special	...	£	11800.-	:																			
Donkey Boiler Fee	...	£	:	:	When received,	30/4/27	19																
Travelling Expenses (if any)	£	415.-	:																				

When applied for, 7/2/27 19

When received, 30/4/27 19

Warrantance. R. R. Julacki

Engineer Surveyor to Lloyd's Register of

Committee's Minute Late Fees Lit 385.
TUES. 22 FEB 1927

Assigned

TUES. 22 FEB 1927

+ L.M.O. 1.27 C.L.
Oil Engines

CERTIFICATE WRITTEN

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