

REPORT ON OIL ENGINE MACHINERY.

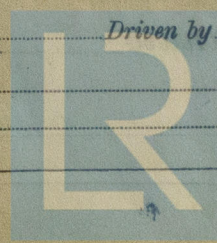
No. 44966

Received at London Office

AUG 23 1937

Date of writing Report 10th AUG 1937 When handed in at Local Office 19th AUG 1937 Port of GENOA
Date, First Survey 24/7/36 Last Survey 5/8/37
Number of Visits 36
Vessel "CELLINA"
Type of vessel Single Screw vessel
Built at TRIESTE By whom built Stabilimento Tecnico Yard No. 746 When built 1926/5mo
Engines made at TURIN By whom made F.I.A.T. Stab. Grandi Motori Engine No. 2404 When made 1937
Boilers made at By whom made Boiler No. When made
Horse Power 4550 Owners "ITALIA", Soc. Anon. di Nav. Port. belonging to Venice
Horse Power as per Rule 1328 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
Trade for which vessel is intended

Engines, &c. Type of Engines F.I.A.T. D.L. 646, Solid Injection 2 or 4 stroke cycle 2 Single or double acting Double
Maximum pressure in cylinders 35 kgs/sq.cm. Diameter of cylinders 640 mm Length of stroke 1160 mm No. of cylinders 6 No. of cranks 6
Indicated Pressure 5.13 kgs/sq.cm. Mean effective pressure 4.27 kgs/sq.cm.
Bearing, adjacent to the Crank, measured from inner edge to inner edge 928 mm Is there a bearing between each crank Yes
Revolutions per minute 115 to 130 Flywheel dia. 2 X Weight 60000 kg. Means of ignition Compression Kind of fuel used Diesel Oil
Crank Shaft, dia. of journals as per Rule 439.9 mm as fitted 450 mm Crank pin dia. 450 mm Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis 290 mm Thickness around eye-hole 212.5 mm
Wheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule 336.3 mm as fitted 366 mm Thrust Shaft, diameter at collars as per Rule 353 mm as fitted 450 mm
Screw Shaft, diameter as per Rule as fitted 368.6 mm as fitted 405 mm Is the shaft fitted with a continuous liner Yes
Liners, thickness in way of bushes as per Rule 18.8 mm as fitted 20 mm Thickness between bushes as per rule 14.1 mm as fitted 18 mm Is the after end of the liner made watertight in the
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes
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 end of the tube
If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1600 mm
Propeller, dia. 4650 mm 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 when detached Yes Means of lubrication
Thickness of cylinder liners upper 48.25 mm lower 40.75 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
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
Suction Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Pumps worked from the Main Engines, No. One, Diameter 220 mm Stroke 150 mm Can one be overhauled while the other is at work
Pumps connected to the Main Bilge Line No. and Size How driven
Cooling water led to the bilges If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
arrangements
Fast Pumps, No. and size Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size
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 In Pump Room
Pumps, &c.
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size
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
All Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
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
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
Pipes pass through the bunks How are they protected
Pipes pass through the deep tanks Have they been tested as per Rule
All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
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
partment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from
Wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
Air Compressors, No. No. of stages Diameters Stroke Driven by
Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
Enging Air Pumps, No. 2 each with 3 Cyls. in tandem Diameter 880 mm Stroke 850 mm Driven by Main Engine
Auxiliary Engines crank shafts, diameter as per Rule 99.9 mm as fitted 110 mm

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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 and cleaned. ✓ Is a drain 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 ✓
Actual ✓

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 ✓
Actual ✓

IS A DONKEY BOILER FITTED? ✓ If so, is a report now forwarded? ✓

Is the donkey boiler intended to be used for domestic purposes only. ✓

PLANS. Are approved plans forwarded herewith for Shafting. 8/11/35, 21/1/36, 28/2/36 ✓ Separate Tanks. ✓
(If not, state date of approval)

Donkey Boilers. ✓ General Pumping Arrangements. ✓ Oil Fuel Burning Arrangements. ✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied. ✓

State the principal additional spare gear supplied. ✓

To be placed on board at Trieste

FIAT
STABILIMENTO BRANCH MOTORI
Il Vice Direttore
(ING. ARNOLDO FOSAGNOLO)

The foregoing is a correct description,

For a judge

Manufacturer.

Dates of Survey while building
During progress of work in shops: 1936 July, 24; Aug. 6, 31; Sept. 5, 17; Oct. 8, 15, 29; Nov. 12, 19, 26; Dec. 3, 17, 23, 30.
During erection on board vessel: 1937 Jan. 7, 14, 21, 28; Feb. 7, 11, 18, 25; Mar. 4, 18, 25; Apr. 8, 15, 22, 29; May, 24; June 15; July 1, 8, 28; Aug. 5.
Total No. of visits 36

Dates of Examination of principal parts: Cylinders 21/1/37 Covers 26/11/36 Pistons 7/2/37 Rods 28/1/37 Connecting rods 17/12/36

Crank shaft 7/1/37 Flywheel shaft ✓ Thrust shaft 11/2/37 Intermediate shafts 28/7/36 Tube shaft ✓
8/9/36

Screw shaft 6/10/36 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 S.M. Steel Identification Mark 9547 R.R. 6.2.36 Flywheel shaft, Material ✓ Identification Mark 9474. 9626. 28. 9627. 9684. 9685. 9686. 9687. 9688. 9689. 9690. 9691. 9692. 9693. 9694. 9695. 9696. 9697. 9698. 9699. 9700.

Thrust shaft, Material S.M. Steel Identification Mark 403 H.R. 22.6.36 Intermediate shafts, Material S.M. Steel Identification Marks 8.9.26 R.S.M. 9684. 9685. 9686. 9687. 9688. 9689. 9690. 9691. 9692. 9693. 9694. 9695. 9696. 9697. 9698. 9699. 9700.

Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material S.M. Steel Identification Mark 477. 6.10.36

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. ✓

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with. ✓

Is this machinery duplicate of a previous case Yes If so, state name of vessel. "FELLA"

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 The workmanship are good and the engine when tried on the test bed was found to work satisfactorily.

The machinery has now been forwarded to Trieste, where it will be installed on board the M/V "CELLINA", and when this has been carried out 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 + N.E. (with date)

The amount of Entry Fee .. £17 500 : When applied for,

4/5 Special SURVEY FEE £17 9857 : 10-7-1937

EXTRA FEE FOR HYD TESTS ... £17 1000 : When received,

Donkey Boiler Fee ... Travelling Expenses (if any) £17 3000 : 14/2/38

Committee's Minute

Assigned

See Gen 15078

Engineer Surveyors to Lloyd's Register of Shipping.



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