

4c.

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 11875

NOV 16 1937

Received at London Office

of writing Report 8/11/37 When handed in at Local Office 12/11/37 Port of TRIESTE

in Survey held at Monfalcone Date, First Survey 14/9/37 Last Survey 6/10/37 Number of Visits five

97 on the ^{Single} ~~Twin~~ ^{Triple} ~~Quadruple~~ Screw vessel *Cellina* Tons { Gross 6080 Net 3757

at Trieste By whom built *Stab. Ferraris* Yard No. 746 When built 1926

ners *Italia S. A. di Navig.* Port belonging to ~~Venice~~ *Trieste*

Engines made at *Turin* By whom made *Fiat S. G. M.* Contract No. 2475 2476 When made 1937

Generators made at *Trieste* By whom made *Off. Elettr. C.R.D.A* Contract No. When made 1937

of Sets 2 Engine Brake Horse Power 100x2 Nom. Horse Power as per Rule 23x2 Total Capacity of Generators 60 Kilowatts.

ENGINE Supt. 14967 ENGINES, &c. Type of Engines *FIAT VM 175 (Solid Injct.)* 2 or 4 stroke cycle 4 Single or double acting *single*

Maximum pressure in cylinders 50 kg/cm² Diameter of cylinders 175 mm Length of stroke 300 mm No. of cylinders 5 No. of cranks 5

Distance of bearings, adjacent to the Crank, measured from inner edge to inner edge 204 mm Is there a bearing between each crank *yes*

Revolutions per minute 600 Flywheel dia. 750 mm Weight 410 kg Means of ignition *Compress* Kind of fuel used *Fire oil*

Crank Shaft, dia. of journals as per Rule 100 mm as fitted 110 mm Crank pin dia. 110 mm Crank Webs Mid. length breadth 210 mm Thickness parallel to axis - shrunk Mid. length thickness 50 mm Thickness around eyehole -

Flywheel Shaft, diameter as per Rule - as fitted - Intermediate Shafts, diameter as per Rule - as fitted - Thickness of cylinder liners 16.75 mm

Is there a governor or other arrangement fitted to prevent racing of the engine when declutched *yes* Means of lubrication *forced*

Are the cylinders fitted with safety valves *yes* Are the exhaust pipes and silencers water cooled or lagged with non-conducting material *lagged*

Cooling Water Pumps, No. 1 Centrifugal Is the sea suction provided with an efficient strainer which can be cleared within the vessel *yes*

Lubricating Oil Pumps, No. and size 1 *relative*

Air Compressors, No. none No. of stages - Diameters - Stroke - Driven by -

Exhausting Air Pumps, No. none Diameter - Stroke - Driven by -

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

Are the internal surfaces of the receivers be examined *yes* What means are provided for cleaning their inner surfaces *Top & bottom cover*

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

High Pressure Air Receivers, No. none 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. 1 Total cubic capacity 250 Ltr. Internal diameter 300 mm thickness 15 mm

Seamless, lap welded or riveted longitudinal joint *seamless* Material *steel* Range of tensile strength - Working pressure by Rules 70.6 kg/cm²

ELECTRIC GENERATORS:—Type *Bulboid ventilated*

Pressure of supply 220 volts. Load 273 Amperes. Direct or Alternating Current *direct*

Is there an alternating current system, state frequency of periods per second -

Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off *yes*

Do the generators, do they comply with the requirements regarding rating *yes* are they compound wound *yes*

Are they over compounded 5 per cent. *yes*, if not compound wound state distance between each generator -

Is there an adjustable regulating resistance fitted in series with each shunt field *yes* Are all terminals accessible, clearly marked, and furnished with sockets *yes*

Are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched *yes* Are the lubricating arrangements of the generators as per Rule *yes*

PLANS. Are approved plans forwarded herewith for Shafting 7.4.36 Receivers *originally on board used for start air* Separate Tanks -

SHAFTING. GEAR *As per Rule with exception of crank pin bearing*

which, it is stated, will be placed on board at Trieste

where the vessel is now proceeding. Surveyors advised.

The foregoing is a correct description,

Manufacturer.



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

Please see Guoa Report No 14967
 14.9, 15.9, 17.9, 20.9, 6.10 - 1937
 five

Dates of Examination of principal parts—Cylinders Covers Pistons Piston rods

Connecting rods Crank and Flywheel shaft Intermediate shaft

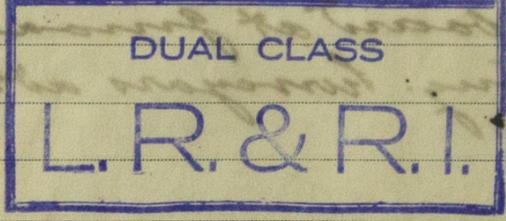
Crank and Flywheel shafts, Material *steel* Identification Mark *A 594 GB A 630 GB*

Intermediate shafts, Material Identification Marks

Is this machinery duplicate of a previous case *yes* If so, state name of vessel *m/s Tulla*

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

These two Auxiliary Engines have been constructed under special survey at Turin and satisfactorily installed on board the m/s Tulla in the main platform (No 2475 Starboard and 2476 Port side) tested under full working condition and found satisfactory



The amount of Fee ... £ *800* : When applied for, *13/11/37*

Travelling Expenses (if any) £ : When received, *29/11/38*

R. Sparrow
 Surveyor to Lloyd's Register of Shipping

Committee's Minute *FRI 3 DEC 1937*

Assigned *See Gen 15078*

Im. 8.28 - Transfer.

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

