

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
 Book. Number of Visits five
 97 on the ^{Single} ~~Twin~~ Screw vessel *Cellina* Tons { Gross 6080
^{Triple} ~~Quadruple~~ Trieste By whom built *Stab. Ferraro* Yard No. 746 When built 1926
Italia S. A. di Navig. Port belonging to ~~Venice~~ Trieste
 Engines made at *Turin* By whom made *Fiat S. G. M.* Contract No. 2475 When made 1937
 erators made at *Trieste* By whom made *Off. Electr. C. R. D. A.* Contract No. 2476 When made 1937
 of Sets 2 Engine Brake Horse Power 100x2 Nom. Horse Power as per Rule 23x2 Total Capacity of Generators 60 Kilowatts.

2760 *Genoa Rept. 14967* FIAT VM 175 (Solid Injct.) 2 or 4 stroke cycle 4 Single or double acting *single*
 ENGINES, &c. Type of Engines 504/psi² Diameter of cylinders 175 mm Length of stroke 300 mm No. of cylinders 5 No. of cranks 5
 Maximum pressure in cylinders 204 mm Is there a bearing between each crank *yes*
 an of bearings, adjacent to the Crank, measured from inner edge to inner edge 600 Flywheel dia. 750 mm Weight 410 kg Means of ignition *compression* Kind of fuel used *diesel oil*
 volutions per minute 100 mm as per Rule 110 mm Crank pin dia. 110 mm Crank Webs Mid. length breadth 210 mm Thickness parallel to axis *shrunk*
 ank Shaft, dia. of journals as fitted 110 mm Mid. length thickness 50 mm Thickness around eyehole *shrunk*
 as per Rule *shrunk* Intermediate Shafts, diameter as per Rule *shrunk* Thickness of cylinder liners 16.75 mm
 as fitted *shrunk*

a governor or other arrangement fitted to prevent racing of the engine when declutched *yes* Means of lubrication *forced*
 e the cylinders fitted with safety valves *yes* Are the exhaust pipes and silencers water cooled or lagged with non-conducting material *lagged*
 oling Water Pumps, No. 1 *Centrifugal* Is the sea suction provided with an efficient strainer which can be cleared within the vessel *yes*
 r. 5. Lubricating Oil Pumps, No. and size 1 *rotative*
 r Compressors, No. *none* No. of stages *-* Diameters *-* Stroke *-* Driven by *-*
 avenging Air Pumps, No. *none* Diameter *-* Stroke *-* Driven by *-*

R RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule *yes*
 in the internal surfaces of the receivers be examined *yes* What means are provided for cleaning their inner surfaces *Top & bottom cover*
 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
 90 kg

ELECTRIC GENERATORS:—Type *Emulorid ventilated*
 Pressure of supply 220 volts. Load 273 Amperes. Direct or Alternating Current *direct*
 f alternating current system, state frequency of periods per second *-*

as the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off *yes*
 of generators, do they comply with the requirements regarding rating *yes* are they compound wound *yes*
 re they over compounded 5 per cent. *yes*, if not compound wound state distance between each generator *-*

an adjustable regulating resistance fitted in series with each shunt field *yes* Are all terminals accessible, clearly marked, and furnished with sockets *yes*
 re 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*
 LANS. Are approved plans forwarded herewith for Shafting 7.4.36 Receivers *originally on board unit for blast air* Separate Tanks *-*

ARE GEAR as per Rule with exception of crank pin bearing
 which, it is stated, will be placed on board at Genoa
 where the vessel is now proceeding. Surveyors advised.

The foregoing is a correct description,

Manufacturer.



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W38-0102n

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

Please see Ginoia 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

A594 GB A630 GB

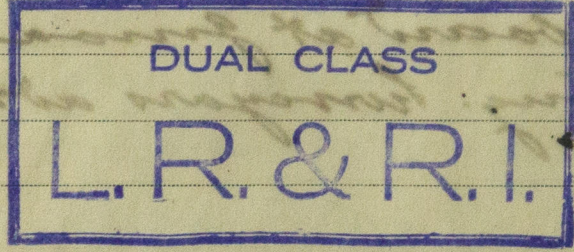
Intermediate shafts, Material

Identification Marks

Is this machinery duplicate of a previous case yes If so, state name of vessel m/t 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/t 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, 29/11/37

Committee's Minute

FRI 3 DEC 1937

Assigned

See Gen 15078

Signature of Surveyor to Lloyd's Register of Shipping



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