

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 2794

Received at London Office

14 NOV 1927

Date of writing Report

19th Sept 27

When handed in at Local Office

10

Port of

Naples

No. in Survey held at
Reg. Book.

31006

Single
Twin
Triple
Quadruple

Screw vessel Motorship Orazio

Date, First Survey 16th Sept. 1926 Last Survey 14th April 1927

Number of Visits 12

Tons

Gross
Net

Built at

Baia (Naples)

By whom built

Cantieri ed Officine Meridionali

Yard No. 14

When built

Engines made at

Trieste

By whom made

Stabilimento Tecnico Tr.

Engine No.

When made

Donkey Boilers made at

By whom made

Boiler No.

When made

Brake Horse Power

Owners Navigazione Generale Italiana

Port belonging to

Genoa

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended

OIL ENGINES, &c.—Type of Engines

2 or 4 stroke cycle

Single or double acting

Maximum pressure in cylinders

Diameter of cylinders

Length of stroke

No. of cylinders

No. of cranks

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge.

Is there a bearing between each crank

Revolutions per minute

Flywheel dia.

Weight

Means of ignition

Kind of fuel used

Crank Shaft, dia. of journals

as per Rule

Crank pin dia.

Crank Webs

Mid. length breadth

shrink

Thickness parallel to axis

Flywheel Shaft, diameter

as per Rule

Intermediate Shafts, diameter

as per Rule

as fitted 325 m/m

Thrust Shaft, diameter at collars

as per Rule

as fitted

Tube Shaft, diameter

as per Rule

Screw Shaft, diameter

as per Rule

as fitted 383 m/m

Is the tube

screw

shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule

17.5 m/m

as fitted 21 m/m - 23.5 m/m

Thickness between bushes

as per rule

13.1 m/m

as fitted 17.5 m/m

Is the after end of the liner made watertight in the

propeller boss

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

If 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

If 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 shaft

no

Length of Bearing in Stern Bush next to and supporting propeller

2530 m/m

Propeller, dia.

Pitch

No. of blades

Material

whether Moveable

Total Developed Surface

sq. feet

Method of reversing Engines

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

Means of lubrication

Thickness of cylinder liners

Are the cylinders fitted with safety valves

Are the exhaust pipes and silencers water cooled or lagged with

non-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

Cooling Water Pumps, No.

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line

No. and Size

How driven

Ballast Pumps, No. and size

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two 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 Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes

Are the Bilge Suctions in the Machinery Spaces

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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

valves

Are 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

Are 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

What pipes pass through the bunkers

How are they protected

What pipes pass through the deep tanks

Have they been tested as per Rule

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

Is the 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

compartment to another

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

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

Main Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Small Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Scavenging Air Pumps, No.

Diameter

Stroke

Driven by

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted

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

What means are provided for cleaning their inner surfaces

Is there a drain arrangement 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

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

W423-0115

W423-0117

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR One propeller shaft

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building

During progress of work in shops--

During erection on board vessel--

Total No. of visits

13.9.26-17.9.26-23.9.26-6.10.26-8.10.26-25.10.26-3.11.26-16.11.26-18.12.26-15.2.27-5.3.27, 14.4.27

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

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

Identification Mark

Flywheel shaft, Material

Identification Mark

Thrust shaft, Material

Identification Mark

Intermediate shafts, Material

Identification Marks

Tube shaft, Material

Identification Mark

Screw shaft, Material

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.)

This vessel was taken to Genoa for completion and installation of machinery. In so far as the installation has been advanced at Naples the same is in accordance with the Rule requirements and the material and workmanship are good and to my satisfaction.

The machinery will be eligible in my opinion to have the award of +LMC when the installation has been completed to the satisfaction of the Society's Surveyors at Genoa.

| | | | |
|--------------------------------|---|---|-------------------|
| The amount of Entry Fee ... £ | : | : | When applied for, |
| Special ... £ | : | : | 19 |
| Donkey Boiler Fee ... £ | : | : | When received, |
| Travelling Expenses (if any) £ | : | : | 19 |

Committee's Minute

FRI. 18 NOV 1927

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

S. A. ARMSTRONG DI POZZUOLI

IN LIQUIDAZIONE
I LIQUIDATORI

Lloyd's Register
Foundation