

REPORT ON OIL ENGINE MACHINERY.

No. 7466

Date of writing Report

19

When handed in at Local Office

March 22nd 1927

Received at London Office

26 March 1927

No. in Survey held at

Reg. Book.

72172 on the ~~Triple~~ ^{Single} ~~Triple~~ ^{Triple} Screw vessel

Prieste

Date, First Survey

30/12/1925

Last Survey

7/3/

1927

Number of Visits 124

HILDA

Tons Gross 6137
Net 3826

Built at San Rocco

By whom built Cant. San Rocco S.A.

Yard No. 762 When built 1927

Engines made at Prieste

By whom made Stabilimento Tecnico Priestino

Engine No. 6077 When made 1927

Donkey Boiler made at Annan

By whom made Cochran & Co, Annan, Ld.

Boiler No. 9729 When made 1926

Brake Horse Power

Owners Soc. Anon. di Nav. a Vap. Russino

Port belonging to Russinpiccolo

Nom. Horse Power as per Rule 489

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which vessel is intended

OIL ENGINES, &c.—Type of Engines Burmeister & Wain Diesel 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 35 Kgs./cm² Diameter of cylinders 740 mm Length of stroke 1600 mm No. of cylinders 6 No. of cranks 6

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 1004 mm Is there a bearing between each crank Yes

Revolutions per minute 95 Flywheel dia. 2900 mm Weight 24400 Means of ignition Compression Kind of fuel used Diesel Oil

Crank Shaft, dia. of journals as per Rule 470 mm as fitted 472 mm Crank pin dia. 472 mm Crank Webs Mid. length breadth 750 mm Mid. length thickness 310 mm Thickness parallel to axis 310 mm Thickness around eye-hole 195 mm

Flywheel Shaft, diameter as per Rule 470 mm as fitted 472 mm Intermediate Shafts, diameter as per Rule 317 mm as fitted 317 mm Thrust Shaft, diameter at collars as per Rule 333 mm as fitted 333 mm

Tube Shaft, diameter as per Rule — as fitted — Screw Shaft, diameter as per Rule 350 mm as fitted 352 mm Is the shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 18 mm as fitted 19 mm Thickness between bushes as per Rule 13.75 mm as fitted 15.75 mm Is the after end of the liner made watertight in the propeller boss Yes

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

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 Yes whole length

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

Propeller, dia. 4680 mm Pitch 3730 mm No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 6.68 sq. feet

Method of reversing Engines Comp. Air Is a governor or other arrangement fitted to prevent racing of the engine when decelerated Yes Means of lubrication

Reed Thickness of cylinder liners 58.5 to 41 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with conducting 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 Led to funnel

Suction Water Pumps, No. One centrifugal Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps worked from the Main Engines, No. Two Diameter 160 mm Stroke 225 mm Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line No. and Size Two duplex @ 170 mm x 150 mm One 300 mm x 300 mm How driven Electric Motor

Last Pumps, No. and size One duplex 300 mm x 300 mm Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 30 tons per hour

two independent means arranged for circulating water through the Oil Cooler No oil cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces 3 @ 80 mm, 2 @ 60 mm to Cofferdam, 1 @ 80 mm to Tunnel Well

Holds, &c. N^o 1—2 @ 80, N^o 2—2 @ 80, N^o 3—2 @ 80, Deep Tank—2 @ 80, N^o 4—2 @ 80 mm, N^o 5—2 @ 80 mm

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 180 mm, 2 @ 80 mm

All the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes 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 Yes

All Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks valves

They 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

They 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

pipes pass through the bunkers How are they protected

pipes pass through the deep tanks Air Escape overflow pipes from N^o 6 Have they been tested as per Rule Yes

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

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 Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Upper Deck

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

Air Compressors, No. One No. of stages three Diameters 150, 675, 760 mm Stroke 610 mm Driven by Main Eng. C.S.

Auxiliary Air Compressors, No. Three No. of stages three Diameters 79, 288, 322 mm Stroke 170 mm Driven by Aux. Diesel Eng.

Auxiliary Air Compressors, No. One No. of stages two Diameters 32, 80 mm Stroke 140 mm Driven by Hand

Suctioning Air Pumps, No. None Diameter — Stroke — Driven by —

Main Engines crank shafts, diameter as per Rule 161.5 mm as fitted 162 mm

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

internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces accessible for cleaning

a drain arrangement fitted at the lowest part of each receiver Yes

Pressure Air Receivers, No. 3 Main + 3 Aux. Cubic capacity of each 2 @ 500 Lit, 1 @ 250 Internal diameter 450 mm Thickness 20 mm

lap welded or riveted longitudinal joint Seamless Material Steel 3 @ 30 Range of tensile strength See Certs Working pressure by Rules 65

Suction Air Receivers, No. Two Total cubic capacity 30 m³ Internal diameter 1953 Thickness 26.5lap welded or riveted longitudinal joint Riveted Material Steel Range of tensile strength 44/50.5 Working pressure by Rules 25 Kgs./cm²

W45-0090

IS A DONKEY BOILER FITTED?

yes ✓

If so, is a report now forwarded?

yes ✓

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

E 17.8.26

Receivers. With Rpt. on "Fella" (Rpt. N° 7074)

Separate Tanks. yes ✓

Donkey Boilers

yes ✓

General Pumping Arrangements

yes

13.7.26

Oil Fuel Burning Arrangements

With Rpt. on "Fella" (Rpt. N° 7074)

SPARE GEAR

See attached list. ✓

DUAL CLASS

L.R. & R.I.

The foregoing is a correct description,
STABILIMENTO TECNICO TRIESTINO

H. Ant. Dmij

Manufacturer.

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

124

See attached list

Dates of Examination of principal parts—Cylinders 26.10.26 } Covers 16.7.26 } Pistons 20.11.26 } Rods 29.4.26 } Connecting rods 10.6.26 }
26.12.26 } 16.12.26 } 10.7.26 } 26.8.26 } 24.6.24 }
Crank shaft 22.12.25 Flywheel shaft 15.3.26 Thrust shaft 15.3.26 Intermediate shafts 8.3.26 Tube shaft -
Screw shaft 21.6.26 } Propeller 18.2.26 Stern tube 17.8.26 Engine seatings 29.12.26 Engines holding down bolts 26.2.27
Spare 17.5.26 }
Completion of fitting sea connections 12.5.26 Completion of pumping arrangements 7.3.27 Engines tried under working conditions 4.3.27
Crank shaft, Material S. R. 9 Steel Identification Mark 122, 123, 124 N.G. Flywheel shaft, Material S. R. 9 Steel Identification Mark 172 N.G.
Thrust shaft, Material S. R. 9 Steel Identification Mark 172 N.G. Intermediate shafts, Material S. R. 9 Steel Identification Marks 152, 153, 154,
Tube shaft, Material - Identification Mark - Screw shaft, Material S. R. 9 Steel Identification Mark 239 N.G.
Spare 209 N.G.

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

yes ✓

Is this machinery duplicate of a previous case

If so, state name of vessel

Similar to "Fella" Tri. Rpt. N° 744

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

The machinery of this vessel has been constructed under special survey in accordance with the Rules and Approved Plans; the materials and workmanship are good. The machinery has been efficiently installed on board the vessel, examined under full working conditions and found satisfactory and is eligible, in our opinion, for classification, and to have the record L.M.C. 3.27 - C.L. in the Register Book.

The auxiliary engines in this vessel are as follows.

Port side forward. No 5080 Eng. 7289. Replaced by one from M.V. "Clicia" 10.37.
- - - aft No 5078 Eng. 7292.
Starboard side No 5079 Eng. 7290.

The amount of Entry Fee ... Lira 550. -

Special ... Lira 11,742. -

Donkey Boiler Fee ... Lira 45,526. -

Travelling Expenses (if any) ... Lira 4,35. -

Committee's Minute

Assigned

FRI. 1 APR 1927

+ L.M.C. 3.27 C.L.
Oil engines D.B.

For G.O. Common & Selves
H.B. Forster & V. Lockney.
Engineer Surveyors to Lloyd's Register of Shipping.



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