

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 8532

Date of writing Report

10

When handed in at Local Office

2/9/1929

10

Port of Trieste

13 SEP 1929

No. in Survey held at

Moufalcone

Date, First Survey

Nov 28, 1928

Last Survey

Aug 30 1929

Reg. Book.

Number of Visits

41

23951

Single
Twin
Triple
Quadruple

Screw vessel

Infante Don Jaime

Tons Gross 3959
Net 2405

Built at

Moufalcone

By whom built

Cantiere Nav. Triestino

Yard No. 206

When built 1929

Engines made at

Copenhagen

By whom made

Burmester & Wain

Engine No. 1573

When made 1929

Donkey Boilers made at

Hockton

By whom made

Riley Bros.

Boiler No. 5858

When made 1929

Brake Horse Power

5200

722

Owners

Compagnia Transmediterranea

Port belonging to

Palma de Mallorca

Nom. Horse Power as per Rule

724

Is Refrigerating Machinery fitted for cargo purposes

no

Trade for which vessel is intended

IL ENGINES, &c.—Type of Engines Diesel, pump type, solid inject. 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 39 kg Diameter of cylinders 550 mm Length of stroke 1000 mm No. of cylinders 2 x 8 No. of cranks 2 x 8

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 730 mm Is there a bearing between each crank yes

Revolutions per minute 190 Flywheel dia. 1362 Weight 901 kg Means of ignition compression Kind of fuel used diesel oil

Crank Shaft, dia. of journals as per Rule 347.2 mm Crank pin dia. 360 mm Crank Webs Mid. length breadth 550 mm Thickness parallel to axis 218 mm

Flywheel Shaft, diameter as per Rule 347.2 mm Intermediate Shafts, diameter as per Rule 249 mm Thrust Shaft, diameter at collars as per Rule 262 mm

Tube Shaft, diameter as per Rule 271 mm Screw Shaft, diameter as per Rule 275 mm Is the tube screw shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 15.8 mm Thickness between bushes as per rule 11.85 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 —

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 1400 mm

Propeller, dia. 3160 mm Pitch 3316 mm No. of blades 3 Material bronze whether Moveable no Total Developed Surface 3.13 m²

Method of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine when detached yes Means of lubrication

forced Thickness of cylinder liners 38 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material yes 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. Two 225T each 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. 2 Diameter 150 mm Stroke 175 mm Can one be overhauled while the other is at work yes

Pumps connected to the Main Bilge Line No. and size Four. Two 150 x 175, One 150 Tons, One 80 Tons

How driven 2 from Main Eng. — 2 by electric motors

Ballast Pumps, No. and size One 150 T. One Transfer 30 T. Lubricating Oil Pumps, including Spare Pump, No. and size Two at 100 Tons each

For Tank No 4 B 5 one 5T pump (SW)

Are two independent means arranged for circulating water through the Oil Cooler yes

Pumps, No. and size:—In Machinery Spaces 2 at 3" and 1 to each Cofferdam 3" Two 3" under motors. One 3" in Tunnel Well

In Holds, &c. 2 at 3" in No 1 Hold, 2 at 3" in No 2 Hold, 1 at 3" in Cofferdam, 2 at 3" in No 3 Hold, 1 at 2 1/2" in Tunnel recess flat

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 4 at 4 3/4"

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

Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks valves & cocks

Are 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

Are 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

What pipes pass through the bunkers none How are they protected —

What pipes pass through the deep tanks none 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 yes

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 yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from above cylinder

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. none No. of stages — Diameters — Stroke — Driven by —

Auxiliary Air Compressors, No. 3 No. of stages 2 Diameters 320 x 280 mm Stroke 170 mm Driven by Aux. Diesel Eng.

Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 106 x 34 mm Stroke 80 mm Driven by Steam eng.

Scavenging Air Pumps, No. — Diameter — Stroke — Driven by —

Auxiliary Engines crank shafts, diameter as per Rule 168 mm

as fitted 180 mm

IR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule safety valves to the Compressors

Can the internal surfaces of the receivers be examined yes What means are provided for cleaning their inner surfaces manhole or cover

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

SEAFILING Main Eng. Air Receivers, No. one Cubic capacity of each 18 m³ Internal diameter mean 1925 mm thickness 26 1/2 mmSeamless, lap welded or riveted longitudinal joint wet DB Material steel Range of tensile strength Heads 41.5 mm Working pressure by Rules 25 kg/cm²

Starting Air Receivers, No. one Total cubic capacity 250 Litres Internal diameter 368 mm thickness 6 1/2 mm

Seamless, lap welded or riveted longitudinal joint seamless Material steel Range of tensile strength 41.47 kg Working pressure by Rules 25 kg/cm²Lloyd's Register
Foundation
WS33-012

IS A DONKEY BOILER FITTED? *yes*

If so, is a report now forwarded? *yes*

PLANS. Are approved plans forwarded herewith for Shifting *in London (No 205)* Receivers *in London (No 205)* Separate Tanks *in London (205)*

Donkey Boilers *in London (205)* General Pumping Arrangements *yes*

Oil Fuel Burning Arrangements. —

SPARE GEAR *as per separate list*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - 1928 Nov 28, Dec 28, 1929 Jan 12, 18, 26, Feb 1, 19, Mar 9, 15, 26, 28, 30 Apr 2, 3, 4, 5, 15, 20, 23, 26, 27, May 6, 10, 14, 16, 25.
During erection on board vessel - - 1929 Jan 17, May 21, 27, June 14, 28, July 8, 23, 26, Aug 6, 13, 19, 21, 25, 30.
Total No. of visits *Fortyone*

See also Copenhagen Report No 8020

Dates of Examination of principal parts—Cylinders 23.7.29 Covers 23.7.29 Pistons 23.7.29 Rods 23.7.29 Connecting rods 23.7.29

Crank shaft 26.7.29 Flywheel shaft 2 Thrust shaft 26.7.29 Intermediate shafts 26.7.29 Tube shaft —

Screw shaft 14.5.29 Propeller 27.8.29 Stern tube 21.5.29 Engine seatings 21.5.29 Engines holding down bolts 6.8.29

Completion of fitting sea connections 21.5.29 Completion of pumping arrangements 19.8.29 Engines tried under working conditions 30.8.29

Crank shaft, Material *SM S* Identification Mark *K 5.4.29* Flywheel shaft, Material — Identification Mark —

Thrust shaft, Material *SM S* Identification Mark *63-64 (K) 10.6.29* Intermediate shafts, Material *SM S* Identification Marks *9470674 HK*

Tube shaft, Material — Identification Mark — Screw shaft, Material *SM S* Identification Marks *9471621 HK*

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 *yes*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *no* If so, have the requirements of the Rules been complied with —

Is this machinery duplicate of a previous case *yes* If so, state name of vessel *M.V. Infanta Cristina (Card No 20)*

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

The machinery of this vessel has been built at Copenhagen (Main & Aux. Eng.) and partly in Trieste, fitted on board at Marseilles under special survey in accordance with the Rule and approved plans, tested under full working condition and found satisfactory. It is submitted the machinery of this vessel eligible for the notation of + LMC 8.29

It is submitted that this vessel is eligible for THE RECORD. + LMC 8.29.

oil Engines 4 & 6 La
16cy 21 5/8 - 39 3/8 - 722 NHP
CL. D.B. 100 lb
Maineister & Main Cpn

The amount of Entry Fee ... *£112 -* When applied for, *10/9/29*

1/5 Special ... *£2459 -* When received, *19.10.29*

Donkey Boiler Fee *see M.V. RAN 93573*

Travelling Expenses (if any) *£69 -*

Committee's Minute *£29 -*

Assigned *+ L.M.C. 8.29* Oil Engines

D.B. 100 lb



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