

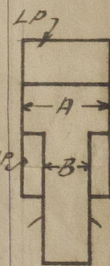
Rpt. 4b.

## REPORT ON OIL ENGINE MACHINERY.

No. 8020.

Date of writing Report 23/6 1929 When handed in at Local Office 29 Port of Copenhagen  
No. in Survey held at Copenhagen Date, First Survey 15/11 1928 Last Survey 24/6 1929  
Reg. Book. Number of Visits 56  
on the Single Twin Triple Quadruple Screw vessel ("MONFALCONE II") Tons Gross ✓ Net ✓  
Built at Monfalcone By whom built Santeramo SpA Trieste Yard No. 206 When built 1923  
Engines made at Copenhagen By whom made 9/8 Bismarck & Wain Engine No. 574 When made 1928-29  
Donkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓  
Brake Horse Power 5201 Owners ✓ Port belonging to ✓  
Nom. Horse Power as per Rule 724 Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓  
Trade for which vessel is intended ✓

IL ENGINES, &c.—Type of Engines Vertical Diesel, trunk type, solid injection 2 or 4 stroke cycle 4 Single or double acting single  
Maximum pressure in cylinders 39 kg/cm<sup>2</sup> 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 mm Weight 901 kg Means of ignition compression Kind of fuel used crude oil  
Crank Shaft, dia. of journals as per Rule 347.2 mm Crank pin dia. 361 mm Crank Webs Mid. length breadth 550 mm Thickness parallel to axis 218 mm  
as fitted 361 mm Mid. length thickness 218 mm shrunk Thickness around eyehole 186 mm  
Flywheel Shaft, diameter as per Rule 347.2 mm Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule 10.3"  
as fitted 361 mm as fitted as fitted 10 3/4"  
Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube { shaft fitted with a continuous liner {  
as fitted as fitted ✓  
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per rule Is the after end of the liner made watertight in the  
as fitted as fitted ✓ 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 ✓ If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller ✓  
Propeller, dia. ✓ Pitch ✓ No. of blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ sq. feet  
Method of reversing Engines direct reverse Is a governor or other arrangement fitted to prevent racing of the engine when detached yes Means of lubrication  
four 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. ✓ Is the sea suction provided with an efficient strainer which can be cleared within the vessel ✓  
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 ✓  
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 ✓  
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 A B Stroke ✓ Driven by ✓  
Auxiliary Air Compressors, No. 3 No. of stages 2 Diameters 320 - 280 mm Stroke 170 mm Driven by auxil. Diesel engine  
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 168 mm  
as fitted 180 mm

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 ✓

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WS33-0138



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

as per separate lists.

intermediate & propeller shafts not made by Messrs. Burmeister & Wain.

The foregoing is a correct description,

AKTIESELSKABET  
BURMEISTER & WAIN MASKIN- OG SKIBSBYGGERI

Manufacturer.

Dates of Survey while building

During progress of work in shops--

During erection on board vessel--

Total No. of visits

51.

Dates of Examination of principal parts--Cylinders

with

Covers

Pistons

Rods

Connecting rods

Crank shafts

Flywheel shaft

Thrust shafts

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

S. M. steel

Identification Mark

Identification Mark

Identification Mark

Identification Mark

Thrust shaft, Material

S. M. steel

Identification Mark

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.

yes.

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

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

yard No. 205.

General Remarks

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

This machinery has been built under special survey and in accordance with the Society's Rules, the approved plans and the requirements contained in the Surveyor's letter of dated 19/9/1928 & 30/1/1929. The dimensions are as specified, the material has been tested and examined as per Rules and found good, and the workmanship is of good description throughout. Both main engines and all 3 auxiliary engines have been tested under full power on the test bed and were found to work satisfactorily.

Recommend the machinery to have notation of +LMC- with date, OIL ENGINES, when it has been fitted on board the vessel under the supervision and to the satisfaction of the Society's local Surveyors.

The amount of Entry Fee

£ 87.36

When applied for,

Special

£ 1619.08

24. 6. 1929

Donkey Boiler Fee

£

When received,

Travelling Expenses (if any)

£

8. 8. 1929

Committee's Minute

FRI. 20 SEP 1929

Assigned

See Tri. J. 24/1 to 8532

A. F. Deane, Chief Engineer Surveyors to Lloyd's Register of Shipping.



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