

REPORT ON OIL ENGINE MACHINERY

No. 11631

Received at London Office 20 NOV 1930

Date of writing Report 12-11-30 When handed in at Local Office 17-11-30. Port of GENOA.

No. in Survey held at TURIN. Date, First Survey 14-2-1930. Last Survey 24-10-1930. Number of Visits 53.

on the ^{Single} Twin ^{Triple} Screw vessel "J. A. MONINCKEL". Tons { Gross Net }
Built at MONFALCONE. By whom built CANTIERI RIUNITI DELL'ADRIATICO. Yard No. 236. When built 1930.

Engines made at TURIN. By whom made FIAT. STABILIMENTO GRANDI MOTORI. Engines No. 1709. When made 1930.

Monkey Boilers made at By whom made Boiler No. When made

Indicated Horse Power 2900. Owners STANDARD SHIPPING CO. Port belonging to

Net Horse Power as per Rule 1505. Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted YES.

Trade for which vessel is intended PETROLEUM IN BULK.

MAIN ENGINES, &c.—Type of Engines L. 686. FIAT. 2 or 4 stroke cycle 2. Single or double acting SINGLE.

Maximum pressure in cylinders 35 Kgs. Diameter of cylinders 680 mm Length of stroke 1100 mm No. of cylinders 6 No. of cranks 6

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 950 mm Is there a bearing between each crank YES.

Revolutions per minute 107. Flywheel dia. 2700 mm Weight 11 TONS. Means of ignition COMPRESSION Kind of fuel used DIESEL OIL.

Crank Shaft, dia. of journals as per Rule 426.64 mm as fitted 435 mm Crank pin dia. 435 mm Crank Webs Mid. length breadth 590 mm Thickness parallel to axis

Flywheel Shaft, diameter as per Rule 426.64 mm as fitted 440 mm Intermediate Shafts, diameter as per Rule 309.9 mm as fitted 330 mm Thrust Shaft, diameter at collars as per Rule 325.4 mm as fitted 360 mm

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 360.3 mm as fitted 370 mm Is the tube shaft fitted with a continuous liner YES.

Bronze Liners, thickness in way of bushes as per Rule 18.6 mm as fitted 22 mm Thickness between bushes as per Rule 13.95 mm as fitted 17 mm 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 YES.

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 YES.

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 Length of Bearing in Stern Bush next to and supporting propeller 1494 mm

Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

Method of reversing Engines DIRECT. Is a governor or other arrangement fitted to prevent racing of the engine when disengaged YES Means of lubrication

FORCED. Thickness of cylinder liners 55 mm Are the cylinders fitted with safety valves YES. 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 YES.

Cooling Water Pumps, No. 2 ON EACH MAIN ENGINE. 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. 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 ONE GEAR PUMP EACH ENGINE.

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

and 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. ONE EACH ENGINE. No. of stages 3. Diameters 690, 610, 135 mm Stroke 820 mm Driven by MAIN ENGINES.

Auxiliary Air Compressors, No. TWO. No. of stages 3. Diameters 180, 160, 35 mm Stroke 220 mm Driven by AUX. ENGINES.

Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Scavenging Air Pumps, No. ONE EACH ENGINE. Diameter 970 mm Stroke 1100 mm Driven by MAIN ENGINES.

Auxiliary Engines crank shafts, diameter as per Rule 136.4 mm as fitted 165 mm

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule YES.

Can the internal surfaces of the receivers be examined NO. What means are provided for cleaning their inner surfaces WIRE BRUSH.

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

High Pressure Air Receivers, No. 4. Cubic capacity of each 176 LITRES. Internal diameter 297 mm thickness 12.5 mm

Seamless, lap welded or riveted longitudinal joint SEAMLESS. Material STEEL. Range of tensile strength 47.2-55 Kgs Working pressure by Rules 86.9 Kgs.

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



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

TO BE PLACED ON BOARD AT TRIESTE.

FIAT

The foregoing is a correct description,

ING. GIOVANNI CHIESA
Kugler

Manufacturer.

Dates of Survey while building { During progress of work in shops -- 1930. FEB. 14, 18. MARCH. 5, 25. APRIL. 1, 18, 29. MAY. 2, 5, 6, 13, 16, 20, 23, 27, 30. JUNE. 2, 5, 10, 13, 17, 20, 24, 27. JULY. 1, 4, 8, 15, 22, 29. AUG. 1, 5, 8, 12, 19, 22, 26, 29. SEPT. 4, 9, 12, 16, 26, 30. OCT. 3, 7, 10, 17, 24. / 53.
During erection on board vessel -- }
Total No. of visits 53.

Dates of Examination of principal parts—Cylinders 30-5-30, 27-6-30 Covers 1-7-30. Pistons 3-10-30. Rods 3-10-30 Connecting rods 19-8-30

Crank shaft 17-6-30, 26-9-30 Flywheel shaft 17-6-30, 26-9-30. Thrust shaft ✓ Intermediate shafts ✓ Tube shaft ✓

Screw shaft ✓ Propeller ✓ Stern tube ✓ Engine seatings ✓ Engines holding down bolts ✓

Completion of filling sea connections ✓ Completion of pumping arrangements ✓ Engines tried under working conditions 26-7-30 ON TEST BED. 4-9-30.

Crank shaft, Material STEEL. Identification Mark 14213.KH. 18-6-30. Flywheel shaft, Material STEEL. Identification Mark SAE THRUST

Thrust shaft, Material STEEL. Identification Mark 8256 / 8257. Intermediate shafts, Material STEEL. Identification Marks 8258 / 8259

Tube shaft, Material ✓ Identification Mark — Screw shaft, Material STEEL. Identification Mark 8260 / 8261

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 NO. If so, state name of vessel ✓

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

THE MACHINERY OF THIS VESSEL HAS BEEN CONSTRUCTED UNDER SPECIAL SURVEY OF TEST MATERIALS AND IS IN ACCORDANCE WITH THE SECRETARY'S LETTERS, APPROVED PLANS AND RULE REQUIREMENTS. THE MATERIALS AND WORKMANSHIP ARE GOOD AND THE ENGINES WHEN TRIED ON THE TEST BED WERE FOUND TO WORK SATISFACTORILY.

THE MACHINERY HAS NOW BEEN FORWARDED TO TRIESTE WHERE IT WILL BE INSTALLED ON BOARD THE M.V. "J.A. MOWINCKEL". AND WHEN THIS HAS BEEN CARRIED OUT TO THE SATISFACTION OF THE SOCIETY'S SURVEYORS AT THAT PORT THE VESSEL WILL BE ELIGIBLE, IN OUR OPINION, TO BE CLASSED IN THE SOCIETY'S REGISTER BOOK AND TO HAVE THE NOTATION "OIL ENGINES" + L.M.C. (WITH

CLERK OFFICE

The amount of Entry Fee ... Lt. 560.00 When applied for, 17-11-30
Special ... Lt. 10,240.00
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) Lt. 2,200.00 19-1-31

John Leicester Gde Ballardie
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 12 DEC 1930
Assigned See Inv. No. 9027

