

REPORT ON OIL ENGINE MACHINERY.

No. 13395

Received at London Office

Date of writing Report 4-4-34

When handed in at Local Office 18-5-34

Port of Genoa

22 MAY 1934

No. in Survey held at
Reg. Book.

Turin

Date, First Survey 13/6/30

Last Survey

1/3/1934.

Number of Visits 69

On the ~~Single~~
~~Triple~~
~~Quadruple~~ Screw vesselTons ^{Gross} ☒
_{Net} ☒

Built at Palermo

By whom built Cantieri Navali Riuniti

Yard No. 111 When built ☒

Engines made at Turin

By whom made FIAT Stabilimento Grandi Motori Engine No. 1715 When made 1934

Donkey Boilers made at ☒By whom made ☒Boiler No. ☒ When made ☒

Brake Horse Power 3200

Owners ☒Port belonging to ☒

Nom. Horse Power as per Rule 913

Is Refrigerating Machinery fitted for cargo purposes ☒Is Electric Light fitted ☒Trade for which vessel is intended ☒

L ENGINES, &c.—Type of Engines FIAT L. 756 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders 35 kgs/sq. cm. Diameter of cylinders 750 mm Length of stroke 1250 mm No. of cylinders 6 No. of cranks 6

Position of bearings, adjacent to the Crank, measured from inner edge to inner edge 1050 mm Is there a bearing between each crank Yes

Revolutions per minute 95 Flywheel dia. 3100 mm Weight 14500 kgs Means of ignition Compression Kind of fuel used Diesel Oil

Crank Shaft, dia. of journals as per Rule 456.4 mm as fitted 500 mm Crank pin dia. 500 mm Crank Webs Mid. length breadth 650 mm Thickness parallel to axis ☒Flywheel Shaft, diameter as per Rule ☒ as fitted ☒ Intermediate Shafts, diameter as per Rule ☒ as fitted ☒ Thrust Shaft, diameter at collars as per Rule ☒ as fitted ☒Tube Shaft, diameter as per Rule ☒ as fitted ☒ Screw Shaft, diameter as per Rule ☒ as fitted ☒ Is the tube screw shaft fitted with a continuous liner ☒Bronze Liners, thickness in way of bushes as per Rule ☒ as fitted ☒ Thickness between bushes as per rule ☒ as fitted ☒ Is the after end of the liner made watertight in thePropeller 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 ☒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 Is a governor or other arrangement fitted to prevent racing of the engine when detached 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

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 ☒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 ☒Fast Pumps, No. and size ☒ Lubricating Oil Pumps, including Spare Pump, No. and size ☒Two independent means arranged for circulating water through the Oil Cooler ☒ Suctions, connected to both Main Bilge Pumps and Auxiliary BilgePumps, No. and size:—In Machinery Spaces ☒ In Pump Room ☒Holds, &c. ☒Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ☒All the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes ☒ Are the Bilge Suctions in the Machinery Spacesfrom easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges ☒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 ☒At pipes pass through the bunkers ☒ How are they protected ☒At 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 No. of stages Three Diameters 760/670/150 Stroke 920 mm Driven by Main Engine

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

Small Auxiliary Air Compressors, No. One No. of stages Two Diameters 90/30 Stroke 80 mm Driven by Diesel Engine

Savenging Air Pumps, No. One Diameter Two cyl. tandem 1250 mm Stroke 920 mm Driven by Main Engine

Auxiliary Engines crank shafts, diameter as per Rule 70.6 mm as fitted 80 mm No. — One Position — ☒RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule ☒Are the internal surfaces of the receivers be examined and cleaned No Is a drain fitted at the lowest part of each receiver ☒

High Pressure Air Receivers, No. Two Cubic capacity of each 150 litres Internal diameter 291 mm thickness 12.5 mm

Unless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 46.4/47.6 kgs/cm² Working pressure by Rules 85 kgs/cm² Actual 80 kgs/cm²Starting Air Receivers, No. ☒ Total cubic capacity ☒ Internal diameter ☒ thickness ☒Unless, lap welded or riveted longitudinal joint ☒ Material ☒ Range of tensile strength ☒ Working pressure by Rules ☒ Actual ☒

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IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

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

9/5/30

Receivers

22/3/27

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

To be placed on board at Palermo

The foregoing is a correct description,

FIAT
STABILIMENTO GRANDI MOTORI
Il Direttore
ING. GIOVANNI CHIESA

Manufacturer.

Dates of Survey while building

During progress of work in shops - 1930: June 13, 24; July 29; Aug. 26; Sept. 30; Oct. 14; Nov. 14, 19, 21, 25. Dec. 16, 19, 23; 1931 Jan. 2, 7, 13, 16, 20, 27; Feb. 10, 13, 18, 20, 24, 27; Mar. 3, 10, 13, 27; April. 3, 7, 17, 22, 24, 28. May 5, 8, 15, 19, 22, 26; June 2, 9, 19, 23, 27; July 10, 14, 17, 24, 28, 31; Aug. 4, 28; 1932 Jan. 19, 26; Feb. 26; Mar. 30; April 29; Aug. 10

During erection on board vessel - 1933 Feb. 28; Mar. 15, 24; April 14; Oct. 18; 1934 Feb. 15, 23; Mar. 1.

Total No. of visits 69

Dates of Examination of principal parts - Cylinders 13.2.31 Covers 18.2.31 Pistons 2.1.31 Rods 19.12.30 Connecting rods 10.2.31

Crank shaft 28.8.30 Flywheel shaft 28.7.30 Thrust shaft 16.8.30 Intermediate shafts 15.5.31 Tube shaft 10.2.31

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 Steel Identification Mark 377 J.P. 28.7.30 683 F.S. 28.8.30 539 G.B. 16.8.30 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.

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

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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 tested 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 Palermo where it will be fitted on board the M/V 'III' and had the machinery been fitted on board a vessel classed with this Society, in accordance with the requirements of the Rules, a notation of +LMC (with date) could in our opinion, have been assigned.

The amount of Entry Fee .. £

Special ... £12,085

Donkey Boiler Fee ... £

Travelling Expenses (if any) £13,500

When applied for,

18.5.1933

When received,

13.8.1934

Committee's Minute

Assigned

TUE. 29 JAN 1935

D. L. Griffith. G. de C. Ballardie
Engineers Surveyors to Lloyd's Register of Shipping.

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