

REPORT ON OIL ENGINE MACHINERY.

No. 8202

Received at London Office 13 DEC 1928

When handed in at Local Office Dec 1 1928 Port of TRIESTE
Date, First Survey 19. 11. 1927 Last Survey 4. 12. 1928
Number of Visits 08

in Survey held at TRIESTE
on the Single Screw vessel M/S. "DONIZETTI" Tons Gross 2428.04
Double
Triple
Quadruple Net 1420.15

By whom built CANT. NAVALE TRIESTINO Yard No. 195 When built 1928
made at TRIESTE By whom made STABILIMENTO TECNICO Engine No. 5151 When made 1928
Boilers made at IRVING By whom made COCHRAN & CO. ANNAN LD. Boiler No. 10449 When made 1927
Horse Power 2150 Owners ADRIA SOC. ANON. DI NAV. MAR. Port belonging to FIUME
Horse Power as per Rule 357 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES
for which vessel is intended MEDITERRANEAN

GINES, &c. Type of Engines 6 CYLINDER B.W. DIESEL 2 or 4 stroke cycle 4 Single or double acting S.A.
pressure in cylinders 35 1/2 cm² Diameter of cylinders 630 mm Length of stroke 100 mm No. of cylinders 6 No. of cranks 6
Bearings, adjacent to the Crank, measured from inner edge to inner edge 876 mm Is there a bearing between each crank YES
Revolutions per minute 115 Flywheel dia. 1900 mm Weight 630 Kgs Means of ignition COMPRESSION Kind of fuel used DIESEL OIL
Pitch, dia. of journals as per Rule 390 mm as fitted 390 mm Crank pin dia. 390 mm Crank Webs Mid. length breadth 650 mm Kind of fuel used DIESEL OIL
Thrust Shaft, diameter at collars as per Rule 289 mm as fitted 289 mm Thickness parallel to axis 246 mm
Intermediate Shafts, diameter as per Rule 274 mm as fitted 274 mm Thrust Shaft, diameter at collars as per Rule 289 mm as fitted 289 mm
Screw Shaft, diameter as per Rule 302 mm as fitted 302 mm Is the tube shaft fitted with a continuous liner YES
Thickness in way of bushes as per Rule 16.8 mm as fitted 14 mm Thickness between bushes as per Rule 12.5 mm as fitted 13.25 mm Is the after end of the liner made watertight in the YES
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner YES

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 NO
Are the bearings fitted, is the shaft lapped or protected between the liners NO Is an approved Oil Gland or other appliance fitted at the after end of the shaft NO
Length of Bearing in Stern Bush next to and supporting propeller 12.33 mm
Pitch dia. 3750 mm Pitch 3480 mm No. of blades 3 Material BRONZE whether Moveable NO Total Developed Surface 4.4 M²
reversing Engines COMP. AIR. Is a governor or other arrangement fitted to prevent racing of the engine when disconnected YES Means of lubrication LAGGED
Thickness of cylinder liners 36 & 46 mm Are the cylinders fitted with safety valves YES Are the exhaust pipes and silencers water cooled or lagged with LAGGED
If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine ABOVE

Water Pumps, No. 2 CENTRAL 30 TONS Is the sea suction provided with an efficient strainer which can be cleared within the vessel YES
Pumps worked from the Main Engines, No. 2 Diameter 160 mm Stroke 196 mm Can one be overhauled while the other is at work NO
Connected to the Main Bilge Line No. and Size 4 - (2 OF 160 x 196 mm - 1 OF 200 x 200 mm - 1 OF 250 x 250 mm)
How driven TWO ON MAIN MOTOR, TWO BY ELECTRIC MOTOR
Pumps, No. and size ONE 250 x 250 mm Lubricating Oil Pumps, including Spare Pump, No. and size TWO CENTRAL OF 30 TONS
Independent means arranged for circulating water through the Oil Cooler YES Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps YES
In Machinery Spaces TWO 2 3/4" ON MAIN LINE, ONE 2 3/4" IN FORWARD COFFERDAM, ONE 2 3/4" IN AFT COFFERDAM.
TWO 2 3/4" IN N^o 1 HOLD, TWO 2 3/4" IN N^o 2 HOLD, TWO 2 3/4" IN N^o 3 HOLD, THREE 2 3/4" IN N^o 4 HOLD, ONE 2 3/4" IN TUNNEL WELL.

Direct Suctions to the Engine Room Bilges, No. and size THREE 3 1/2"
Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes YES Are the Bilge Suctions in the Machinery Spaces fitted with mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges YES
Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks VALVES AND COCKS
Are the Overboard Discharges above or below the deep water line ABOVE
Are the Blow Off Cocks fitted with a spigot and brass covering plate YES

How are they protected NO
Have they been tested as per Rule NO
Are the 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 to another YES Is the Shaft Tunnel watertight YES Is it fitted with a watertight door YES worked from TOP OF CYLINDER
Means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork NO

Compressors, No. ONE No. of stages 3 Diameters 600 520 120 mm Stroke 410 mm Driven by MAIN ENGINE
Air Compressors, No. TWO No. of stages 3 Diameters 318 285 78 mm Stroke 220 mm Driven by AUX. DIESEL MOT.
Auxiliary Air Compressors, No. ONE No. of stages 2 Diameters 225 68 mm Stroke 220 mm Driven by AUX. DIESEL MOT.
Air Pumps, No. ONE No. of ST. Diameter 2 DIAM. 80 x 32 mm STROKE 140 mm Driven by HAND
Engines crank shafts, diameter as per Rule AS APPROVED as fitted 6 1/16"

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule YES ON CHARGING LINE
Are the internal surfaces of the receivers be examined YES What means are provided for cleaning their inner surfaces ACCESSIBLE FOR CLEANING
Is there a drain arrangement fitted at the lowest part of each receiver YES
High Pressure Air Receivers, No. 3 MAIN, 3 AUX. Cubic capacity of each 2 @ 350 LIT. 1 @ 300 LIT. 3 @ 30 LIT. Internal diameter 406 mm thickness 16 mm
Unless, lap welded or riveted longitudinal joint SEAMLESS Material STEEL Range of tensile strength 41-47 kg/mm² Working pressure by Rules 65 ATM.
Working Air Receivers, No. TWO Total cubic capacity 15.2 M³ Internal diameter 1490 mm thickness 20.0/20.5 mm
Unless, lap welded or riveted longitudinal joint Y.I.V. Material STEEL Range of tensile strength 44-50 kg/mm² Working pressure by Rules 25 ATM.

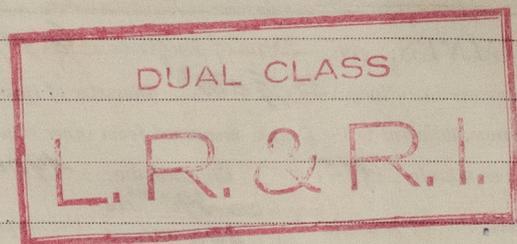
IS A DONKEY BOILER FITTED? YES If so, is a report now forwarded? YES *Logbook No 47*

PLANS. Are approved plans forwarded herewith for Shafting in London Office Receivers in London Separate Tanks in London

Donkey Boilers Yes General Pumping Arrangements in London Oil Fuel Burning Arrangements Yes

SPARE GEAR Examined and found in order and complete.

See attached list.



The foregoing is a correct description,
STABILIMENTO TECNICO TRIESTINO

p.p. M. P. P. Manufacturer.

Dates of Survey while building
During progress of work in shops - 1927 Nov 19, 24, 26, 29 Dec 3, 9, 10, 1928 Jan 17, 21, 26 Feb 6, 9, 10, 17, 21, 25, 29 Mar 2, 5, 6, Apr 2, 4, 6, 1928 May 10, 14, 22, 24, 26, 31 June 2, 5, 8, 11, 13, 15, 18, 20, 21 July 30 Aug 8, 21, 27 Sep 6, 27 Oct 2, 9, 19, 25, 29 Nov 5
During erection on board vessel - 1928 Apr 18, May 31, Oct 3, 5, 9, Nov 9, 15, 17, 21, 27, 29 Dec 11, 14
Total No. of visits Sixty eight.

Dates of Examination of principal parts - Cylinders 26.11.27 Covers 9.2.28 Pistons 31.5.28 Rods 7.9.27 Connecting rods 15.9.27
Crank shaft 1.10.27 Flywheel shaft 1.10.27 Thrust shaft 1.10.27 Intermediate shafts 29.11.27 Tube shaft ---
Screw shaft 29.11.27 Propeller 2.12.27 Stern tube 3.10.28 Engine seatings 3.10.28 Engines holding down bolts 17.11.28

Completion of fitting sea connections 9.10.28 Completion of pumping arrangements 26.11.28 Engines tried under working conditions 29.11.28

Crank shaft, Material STEEL Identification Mark 516, 517, 95, 30, 6, 28 Flywheel shaft, Material STEEL Identification Mark 464, 5, 13, 8, 1

Thrust shaft, Material STEEL Identification Mark 464, 5, 13, 8, 1 Intermediate shafts, Material STEEL Identification Marks 481, 4, 7, 3, 4, 8, 3, 4, 4

Tube shaft, Material --- Identification Mark --- Screw shaft, Material STEEL Identification Mark 488, 4, 11, 2, 8, 1

Is the flash point of the oil to be used over 150° F. YES. SPARE SCREW SHAFT MAT. STEEL IDENTIFICATION MARK 487, 6, 13, 2, 30, 6, 3

Is this machinery duplicate of a previous case YES. If so, state name of vessel M/S ROSSINI - M/S PASANINI

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 material and workmanship are good. The machinery has been efficiently installed on board of the vessel; examined under full working condition and found satisfactory, and is eligible in our opinion for classification and to have THE RECORD OF + LMC - 11-28.

The auxiliary engine fitted on this vessel are as follows:

PORT AFT.	=	LLOYD'S TEST 2353 HJ	$\frac{20.3.28}{26.4.28}$	7405	-	100 KW	N ^o 5152.
PORT CENTRE	=	"	"	2383 HJ	$\frac{20.3.28}{26.4.28}$	7406	- 100 KW. N ^o 5153.
STARBOARD	=	"	"	2353 HJ	$\frac{20.3.28}{26.4.28}$	7411	- 33 KW. N ^o 5154.

The amount of Entry Fee LIBE 465.- When applied for, 19
Special ... LIBE 7891.- When received, 19
Donkey Boiler Fee See Logbook Rpt 47041
Travelling Expenses (if any) LIBE 557.- 28.1.29

Dr. P. P. P.
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute TUE 18 DEC 1928
Assigned + L.M.C. 12.28 Oil Engine
Ch
5B. 100/16



Certificate (if required) to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)
Trust Office