

REPORT ON OIL ENGINE MACHINERY.

No. 7361

30 NOV 1926

Received at London Office

Date of writing Report Nov 22 1926 When handed in at Local Office Nov 23 1926 Port of Trieste
 To. in Survey held at Monfalcone & Trieste Date, First Survey June 15 Last Survey Nov 4 1926
 eg. Book. Number of Vistas four

9967 on the Single Twin Triple Quadruple Screw vessel Maria
 Tons Gross 6338
Net 4006

Built at Monfalcone By whom built Cantiere Nav. Triestino Yard No. 159 When built 1926

Engines made at Turin By whom made Fiat S.A. Grandi Motori Engine No. 1285 When made 1926

Donkey Boilers made at Aunau By whom made Cochran & Co. Aunau P.D. Boiler No. 9835 When made 1926

Horse Power 2200 Owners Com. Soc. Triest. di Navig. Port belonging to Trieste

Horse Power as per Rule 610 Is Refrigerating Machinery fitted for cargo purposes yes Is Electric Light fitted yes

for which vessel is intended America

Genoa Report No 9584 Dieter Triat 2 or 4 stroke cycle 2 Single or double acting Single
 NGINES, &c. Type of Engines

Pressure in cylinders 34 Kg Diameter of cylinders 750 mm Length of stroke 1250 mm No. of cylinders 4 No. of cranks 4

Bearings, adjacent to the Crank, measured from inner edge to inner edge 1050 mm Is there a bearing between each crank yes

Revs per minute 95 Flywheel dia. 3973 mm Weight 16500 Kg Means of ignition Compression Kind of fuel used Dieter oil

Shaft, dia. of journals as per Rule 467 mm Crank pin dia. 480 mm Crank Webs as per Rule 650 mm Thickness parallel to axis shrunk

Intermediate Shafts, diameter as per Rule 467 mm as fitted 480 mm Thrust Shaft, diameter at collars as per Rule 332 mm as fitted 360 mm

Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 372 mm Is the tube screw shaft fitted with a continuous liner yes

Liners, thickness in way of bushes as per Rule 19.4 mm as fitted 20 & 21.5 mm Thickness between bushes as per Rule 14.6 mm as fitted 17.5 mm Is the after end of the liner made watertight in the

boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner yes, welded

er 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, space

ners are fitted, is the shaft lapped or protected between the liners — Is an approved Oil Gland or other appliance fitted at the after

tube shaft — Length of Bearing in Stern Bush next to and supporting propeller 1550 mm

er, dia. 4800 mm Pitch 3850 mm No. of blades 4 Material bronze whether Movable no Total Developed Surface 7.72 m² sq. feet

of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication

Thickness of cylinder liners 60 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

ducting 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.

g Water Pumps, No. Attached one 250 x 200 One 100 F. worked by Electric motor Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

Pumps worked from the Main Engines, No. none Diameter — Stroke — Can one be overhauled while the other is at work —

s connected to the Main Bilge Line { No. and Size 3 one 10" x 11" one 9" x 11" one 4" x 4 1/2" How driven Electric motor One Rotary for Main Eng.

at Pumps, No. and size One 10" x 11" Lubricating Oil Pumps, including Spare Pump, No. and size One worked by Elec. Motor

Independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Machinery Spaces Six (Three of which direct) Three 3 1/2" Three 4 3/4"

ds, &c. Two 3 1/2" in each Hold One 3 1/2" in No 6 Hold Bilge well. Two 3 1/2" in C.R. Cofferdam

endent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Three 4 3/4" as above

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

n easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes

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

y 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

y 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 D. Bailey yes

How are they protected —

Have they been tested as per Rule —

Pipes, 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

tment to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from top of Engine

ood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork —

Air Compressors, No. One No. of stages 3 Diameters 140 x 350-130 x 560-350 x 560-180 Stroke 750 mm Driven by Main Motor

ary Air Compressors, No. One No. of stages 3 Diameters 70 x 270 x 310 Stroke 250 mm Driven by Electric Motor

Auxiliary Air Compressors, No. One No. of stages 3 Diameters 42 x 65 x 185 Stroke 140 mm Driven by Hot bulb Motor

ing Air Pumps, No. 2 Tandem Diameter 950 mm Stroke 1000 mm Driven by Main Motor

ary Engines crank shafts, diameter as per Rule 147 & 87.5 mm as fitted 157 & 105 mm

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

Internal surfaces of the receivers be examined yes by lamp What means are provided for cleaning their inner surfaces openings at ends

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

Pressure Air Receivers, No. 2 Cubic capacity of each 190 litres Internal diameter 291 mm thickness 12.5 mm

ss, lap welded or riveted longitudinal joint handers Material Steel Range of tensile strength 45 Kg p. cm² Working pressure by Rules 82.5 Kg

ing Air Receivers, No. 21 Total cubic capacity 8400 litres Internal diameter 291 mm thickness 12.5 mm

ss, lap welded or riveted longitudinal joint handers Material Steel Range of tensile strength 45 Kg Working pressure by Rules 82.6 Kg

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

Receivers, *yes* ✓

Separate Tanks. *yes* ✓

Donkey Boilers.....yes

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR See attached list ✓

The nuts for main bearings bolts and for the crank shaft coupling bolts have not been supplied; the builders state that these nuts will be placed on board at Naples when the vessel is now bound for. Surveyors advised.

See Nap. Rpt. 2664.

The foregoing is a correct description,

Manufacturer.

See also Genos Report No 9584

Dates of Survey while building	During progress of work in shops - - During erection on board vessel - - Total No. of visits	1926 June 15, 18, 23, July 6, Aug 9, Sep 15, 17, 27, 30, Oct 7, 8, 9, 13, 16, 19, 22, 25, 26, 27 Nov 1, 2, 2, 3, 4 Living form
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Dates of Examination of principal parts—Cylinders 15.9.26 Covers 27.9.26 Pistons 21.9.26 Rods 27.9.26 Connecting rods 9.10.26
Crank shaft 9.10.26 Flywheel shaft 9.10.26 Thrust shaft 9.10.26 Intermediate shafts 23.6.26 Tube shaft —
Screw shaft 23.6.26 Propeller 22.10.26 Stern tube 15.6.26 Engine seatings 17.9.26 Engines holding down bolts 9.10.26

Completion of fitting sea connections	18.6.26	Completion of pumping arrangements	29.10.26	Engines tried under working conditions	4.11.26
Crank shaft, Material	Steel	Identification Mark	1,2,116 CNS	Flywheel shaft, Material	Steel
Thrust shaft, Material	Steel	Identification Mark	207 CNS	combined with Thrust	
				Intermediate shafts, Material	Steel
Tube shaft, Material	—	Identification Mark	—		
				Screw shaft, Material	Steel
				Identification Mark	184 CNS

Is the flash point of the oil to be used over 150° F. yes

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. (Genoa Report) This oil engine machinery has been constructed under special survey, in accordance with the approved plans, the Secretary's letters and the requirements of the Rule. Materials and workmanship are good. In my opinion the machinery, which has been sent to Trieste for fitting on board is such as may be fitted in vessel building to the Society's class.

The engine has been placed on board at the Cantiere Navale
stino, Monfalcone, fitted under special survey, examined and
tested under full working condition and found in order. In my
the machinery is eligible for the notation of T L M C 11.26 (subject
to the main engine spare gear being completed.) Placed on board

See Map Rpt

The amount of Entry Fee ... £*Nil* : *68/-* : *1* When applied for,

1/5-Special £10 2.395.- 27.11. 1926

Donkey Boiler Fee *charged at Glasgow* : When received, *11*

Travelling Expenses (if any) £ *685.-*

Special Fees, Semi-Holiday Rate, 840.-
Committee's Minutes

Committee's Minute: *C. H. P. 101*

Assigned *Fd. Mt. 11:26*

Oct 1891

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When applied for,

27.11. 192

When received,

10/1/27 19

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21 Emma

cc. 1000

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~~Engineer Surveyor to Lloyd's Register of Shipp~~

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Lloyd's Register
Foundation

First office

Certificate (if required) to be sent to...

The Survivors are requested not to write on or below the space for Committee's Minute)

CERTIFICATE WRITTEN