

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No 13076

Date of writing Report

19

When handed in at Local Office

30.6

Port of

Trieste

No. in Survey held at

Monfalcone

Date, First Survey

6/12/46

Last Survey

11/6/47

Reg. Book.

89500

on the

Single

Triple

Quadruple

Screw vessel

Vagan

Number of Visits

16

Tons

Gross

784

Net

399

Built at

Monfalcone

By whom built

Cantieri Riuniti dell'Adriatico

Yard No.

1728

When built

1947

Engines made at

Turin

By whom made

FIAT S.G.M.

Engine No.

3250

When made

1947

Donkey Boilers made at

By whom made

Boiler No.

When made

Brake Horse Power

750

Owners

Vesteraalens Dampskibsselskab

Port belonging to

Stokmarknes

Nom. Horse Power as per Rule

175

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

Trade for which vessel is intended

OIL ENGINES, &c.—Type of Engines FIAT 365 solid injection 2 or 4 stroke cycle 2 Single or double acting single

Maximum pressure in cylinders 60 kg/cm² Diameter of cylinders 14 3/16" Length of stroke 25 1/16" No. of cylinders 5 No. of cranks 5Mean Indicated Pressure 5.8 kg/cm² Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 480 mm Is there a bearing between each crank yes

Revolutions per minute 220 Flywheel dia. 1647 mm Weight 1300 kg Means of ignition compress. Kind of fuel used diesel oil

Crank Shaft, Solid forged dia. of journals as per Rule as app. Crank pin dia. 250 mm Crank Webs Mid. length breadth 420 mm Thickness parallel to axis —

Flywheel Shaft, diameter as per Rule as app. Intermediate Shafts, diameter as per Rule as app. Thrust Shaft, diameter at collars as per Rule as app.

Tube Shaft, diameter as per Rule as app. Screw Shaft, diameter as per Rule as app. Is the tube screw shaft fitted with a continuous liner no liner

Bronze Liners, thickness in way of bushes as per Rule as app. Thickness between bushes as per Rule as app. 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 —

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 projected between the liners — Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft yes If so, state type Cedervall Type Length of Bearing in Stern Bush next to and supporting propeller 900 mm

Propeller, dia. 2300 mm Pitch 2050 mm No. of blades 3 Material bronze whether Movable no Total Developed Surface 1.74 sq. m

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 35 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material lagged 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. 3 40 T each Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes 2 low & 1 high suction

Bilge Pumps worked from the Main Engines, No. 1 Diameter 100 mm Stroke 120 mm Can one be overhauled while the other is at work —

Pumps connected to the Main Bilge Line No. and Size 2 40 T each Electric driven + Electric G.S. pump

Is the cooling water led to the bilges no If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

arrangements —

Ballast Pumps, No. and size 1 40 T Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 20 one 2 19 T/h

Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces 5 2 50 mm, 1 from Tunnel 2 75 mm one from ER Coff. 2 50 mm In Pump Room

In Holds, &c. No. 1 Hold 2 2 60 mm No. 2 Hold 2 2 60 mm ? No. 3 Hold 2 2 50 mm

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Two — 1 2 110 mm 1 2 80 mm

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

Are all Sea Connections fitted direct on the skin of the ship steel plate suction casing Are they fitted with Valves or Cocks valves

Are they 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 at w.l.

Are they 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 none

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 yes

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 yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from top of Cylind.

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 — Stroke — Driven by —

Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 127 x 57 mm Stroke 90 mm Driven by Diesel Motors

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

What provision is made for first Charging the Air Receivers Aux Compressor

Scavenging Air Pumps, No. 1 Double acting Diameter 710 mm Stroke 650 mm Driven by Main Eng

Auxiliary Engines crank shafts, diameter as per Rule as app. No. — Position in ER

Have the Auxiliary Engines been constructed under special survey Inspected in Genoa 9.9.46 Is a report sent herewith no

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Foundation

