

## REPORT ON OIL ENGINE MACHINERY.

No. 10388

Date of writing Report 21/6/28 When handed in at Local Office 21/6/28 Port of Genoa.  
No. in Survey held at 19 Date, First Survey 16th Sept 1927. Last Survey 25th May 1928.  
Reg. Book. Number of Visits 40.  
✓ on the Single Twin Triple Quadruple Screw vessel Cantiere Navale Triestino Yard No. 191. Tons Gross Net  
Built at Monfalcone By whom built Cantiere Navale Triestino Yard No. 191. When built ✓  
Engines made at Turin By whom made Fiat Stab Grandi Motori Engine No. 1455 When made 1928.  
Donkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓  
Brake Horse Power 1700 Owners "Adria" Soc Anon di Nav Marittima Port belonging to ✓  
om. Horse Power as per Rule 391. ✓ Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓  
rade for which vessel is intended ✓

## L ENGINES, &amp;c.—Type of Engines

Maximum pressure in cylinders 35 kg cm<sup>2</sup> Diameter of cylinders 600 mm Length of stroke 950 mm No. of cylinders 4 No. of cranks 4.  
an of bearings, adjacent to the Crank, measured from inner edge to inner edge. Is there a bearing between each crank Yes.  
volutions per minute 138. Flywheel dia. 3170 mm Weight 7900 kg Means of ignition Compression Kind of fuel used Diesel Oil

ank Shaft, dia. of journals as fitted 380 mm Crank pin dia. 380 mm Crank Webs Mid. length breadth 620 mm Thickness parallel to axis ✓  
as fitted 380 mm Mid. length thickness 220 mm Thickness around eye hole ✓

lywheel Shaft, diameter as fitted 380 mm Intermediate Shafts, diameter as fitted 380 mm Thrust Shaft, diameter at collars as fitted 380 mm  
as fitted 380 mm as fitted 380 mm as fitted 380 mm

the Shaft, diameter as fitted 380 mm Screw Shaft, diameter as fitted 380 mm Is the screw shaft fitted with a continuous liner? Yes.  
as fitted 380 mm as fitted 380 mm

ronze Liners, thickness in way of bushes as per Rule 16 mm Thickness between bushes as per rule 16 mm Is the after end of the liner made watertight in the  
as fitted 16 mm as fitted 16 mm

ppeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes.  
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

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  
Is an approved Oil Gland or other appliance fitted at the after

l of the tube shaft Length of Bearing in Stern Bush next to and supporting propeller  
Pitch 350 No. of blades Material whether Moveable Total Developed Surface sq. feet

ethod of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine Means of lubrication  
forced Thickness of cylinder liners 53 mm Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled and lagged with

n-conducting material Yes. If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being siphoned back to the engine  
Is the sea suction provided with an efficient strainer which can be cleared within the vessel

olling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel  
Is the sea suction provided with an efficient strainer which can be cleared within the vessel

lge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work  
No. and Size How driven

umps connected to the Main Bilge Line Lubricating Oil Pumps, including Spare Pump, No. and size  
No. and size

allast Pumps, No. and size Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

re two independent means arranged for circulating water through the Oil Cooler  
In Machinery Spaces

Holds, &c. Are the Bilge Suctions in the Machinery Spaces  
Are the Bilge Suctions in the Machinery Spaces

ndependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size  
Are the Bilge Suctions in the Machinery Spaces

re all the Bilge Suction pipe in Holds and Tunnel Well fitted with strain boxes  
Are the Bilge Suctions in the Machinery Spaces

from easily accessible man-ways placed above the level of the working floor, with straight laid pipes to the bilges  
Are the Bilge Suctions in the Machinery Spaces

re all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks  
Are they fitted with Valves or Cocks

re 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 the Overboard Discharges above or below the deep water line

re 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  
Are the Blow Off Cocks fitted with a spigot and brass covering plate

hat pipes pass through the bulkheads How are they protected  
How are they protected

hat pipes pass through the deep tanks Have they been tested as per Rule  
Have they been tested as per Rule

re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times  
Have they been tested as per Rule

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  
Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

of a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork  
Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

lain Air Compressors, No. 1 No. of stages 3 Diameters 1130 mm 500 mm Driven by Main Engine  
No. of stages 3 Diameters 600-120 mm Stroke 500 mm Driven by Main Engine

uxiliary Air Compressors, No. 2 No. of stages 3 Diameters 310/270 mm 70 mm Stroke 250 mm Driven by Aux. Diesel Engine  
No. of stages 3 Diameters 310/270 mm 70 mm Stroke 250 mm Driven by Aux. Diesel Engine

mall Auxiliary Air Compressors, No. 1 No. of stages 3 Diameters 155/165 mm 42 mm Stroke 140 mm Driven by Hot bulb Engine  
No. of stages 3 Diameters 155/165 mm 42 mm Stroke 140 mm Driven by Hot bulb Engine

avenging Air Pumps, No. 1 Double Acting Diameter 1100 mm Stroke 780 mm Driven by Main Engine  
Diameter 1100 mm Stroke 780 mm Driven by Main Engine

uxiliary Engines crank shafts, diameter as per Rule 160 mm as fitted 160 mm  
Diameter 1100 mm Stroke 780 mm Driven by Main Engine

## R RECEIVERS:

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

on the internal surfaces of the receivers be examined Yes. What means are provided for cleaning their inner surfaces Plugs in ends.  
Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Is there a drain arrangement fitted at the lowest part of each receiver Yes.  
Is each receiver, which can be isolated, fitted with a safety valve as per Rule

High Pressure Air Receivers, No. 2 Cubic capacity of each 120 litres Internal diameter 291 mm thickness 12.5 mm  
Cubic capacity of each 120 litres Internal diameter 291 mm thickness 12.5 mm

Seamless, lap welded or riveted longitudinal joint Yes. Material S.M. Steel Range of tensile strength 45 kg cm<sup>2</sup> Working pressure by Rules 87 kg cm<sup>2</sup>  
Material S.M. Steel Range of tensile strength 45 kg cm<sup>2</sup> Working pressure by Rules 87 kg cm<sup>2</sup>

Starting Air Receivers, No. Total cubic capacity Internal diameter thickness  
Total cubic capacity Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Yes. Material S.M. Steel Range of tensile strength 45 kg cm<sup>2</sup> Working pressure by Rules 87 kg cm<sup>2</sup>  
Material S.M. Steel Range of tensile strength 45 kg cm<sup>2</sup> Working pressure by Rules 87 kg cm<sup>2</sup>



IS A DONKEY BOILER FITTED?

PLANS. Are approved plans forwarded herewith for Shafting No. 25/11/27-11/10/26-7/11/27-2/12/27  
(If not, state date of approval)

If so, is a report now forwarded?

Receivers No. 9/3/28.

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

To be placed on board at Trieste.

The foregoing is a correct description,

FIAT

Manufacturer.

Dates of Survey while building  
During progress of work in shops--  
1927. Sept 16, 22, Oct 7, Nov 16, 23, Dec 9, 16, 27. 1928. Jan 10, 24, 31, Feb 7, 14, 23, 28. Mar 1, 9.  
13, 17, 21, 23, 27, 30 April 5, 10, 12, 17, 19, 20, 24, 27, May 1, 4, 6, 8, 11, 18, 15, 22, 25.  
During erection on board vessel--  
Total No. of visits in shops. 40

Dates of Examination of principal parts--Cylinders 25/5/28. Covers 25/5/28. Pistons 25/5/28. Rods 25/5/28. Connecting rods 18/5/28.

Crank shaft 13/3/28. Flywheel shaft 25/5/28. Thrust shaft 17/4/28. Intermediate shafts 27/3/28. Tube shaft

Screw shaft 3/4/28. 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 SM. Steel Identification Mark 6531 CRH 13/1/28. Flywheel shaft, Material SM. Steel Identification Mark 600 ASM. 17/4/28.

Thrust shaft, Material SM. Steel Identification Mark Intermediate shafts, Material SM. Steel Identification Mark 588-590-592-60

Tube shaft, Material Identification Mark Screw shaft, Material SM. Steel Identification Mark 613 RM

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.) This motor has been built of tested

material, under special survey, in accordance with the approved plans

the Secretary's letters and the requirements of the Rules of this Society

The motor has been shipped to Trieste where it is to

be fitted aboard. A copy of this report has been sent to the Trieste

Surveyors for their guidance

In our opinion this motor when satisfactorily fitted on

board this vessel will entitle her to the record of + LMC (with date).

& notation of Oil Engine.

The amount of Entry Fee

4/5 Special

Donkey Boiler Fee

Travelling Expenses (if any)

Committee's Minute

Assigned

£600

£6250

£1800

TUE. 18 SEP 1928

When applied for,

21/6 28

When received,

20-11-28

Engineer Surveyor to Lloyd's Register of Shipping.

© 2020

Lloyd's Register

Foundation