

Received by Chief Engineer Surveyor.....

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SHIP'S NAME "GIACINTO MOTTA" REPORT Gen. No. 21512

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine

Oil Engine 2 SCSA.

7 cylinders 750mm. x 1320mm.

MN. 1100.

~~If Boilers-fitted-with-forced-draught~~

Tail Shaft. If fitted with a continuous liner Yes.

If fitted with an outside gland of approved type  
No.

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter dated 25.7.55., for a service speed of 125 RPM. provided a notice board be fitted at the control station stating that the engines are not to be worked continuously between 43 and 54 RPM. and the engine tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable note made in the SRL.

Similar calculations for the 125 KW. diesel dynamo sets were approved in the Secretary's letter dated 27.10.55., for a service speed of 360 RPM.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed LMC 4.56.

DB. 100 lbs.

subject to the deficiency of the Electric motors driving the lubricating oil pumps for the Main Engine being dealt with as necessary at the earliest opportunity.

Note for SRL. Economiser (W.P. 100 lbs.) to be considered as Scotch boiler for Survey purposes.

It is concluded, but should be confirmed, that satisfactory accumulation tests were held on the safety valves of the donkey boiler.

Yes.