

REPORT ON MACHINERY.

No. 4964 GENOA
" 2218 NAPLES

Received at London Office

TUE. 30 JAN. 1923

Date of writing Report GENOA 9/11/1923 When handed in at Local Office GENOA - 9/11/1923 Port of GENOA
 " " Survey held at LEGNANO NAPLES Date, First Survey GENOA NAPLES 18/6/21 Last Survey GENOA NAPLES 8/11/1923
 Reg. Book. 54001 on the Steel Baguoli I. Number of Visits 35 Tons Gross 6284 Net 3817
 Master Built at Baguoli By whom built Soc. An. Iva Alt. Forni When built 1922
 Engines made at Legnano By whom made Franco Tosi Soc. Anonima when made 1921
 Boilers made at do By whom made do when made 1921
 Registered Horse Power 524.536 Owners Messrs Iva Alt. Forni & Cuccine d. Italia Port belonging to Naples
 Shaft Horse Power at Full Power 3000 Is Refrigerating Machinery fitted for cargo purposes. Is Electric Light fitted yes.

TURBINE ENGINES, &c.—Description of Engines

Double Reduction Geared Turbines No. of Turbines 2 ahead 2 astern
 Diameter of Rotor Shaft Journals, H.P. 110 L.P. 130 Diameter of Pinion Shaft 1st reduction 130 2nd 300 with 115 hole
 Diameter of Journals 2nd 300 2nd 250 Distance between Centres of Bearings 2nd 127.5 Diameter of Pitch Circle 1st 845 2nd 2052
 Diameter of Wheel Shaft 400 Distance between Centres of Bearings 2390 Diameter of Pitch Circle of Wheel 2052
 Width of Face 2 holes each 500 Diameter of Thrust Shaft under Collars 350 Diameter of Tunnel Shaft as per rule 338 as fitted 400
 No. of Screw Shafts 1 CONTINUOUS Diameter of same as per rule 369 as fitted 385 Diameter of Propeller 5.2 metres Pitch of Propeller 4.8 metres
 No. of Blades 4 State whether Moveable yes Total Surface 8.056 sq. Diameter of Rotor Drum, H.P. 390 L.P. 640 astern 440
 Thickness at Bottom of Groove, H.P. 33 L.P. 35 Astern 35 Revs. per Minute at Full Power, Turbine 2800 Propeller 89
 " " 80 ahead " " 55 astern

PARTICULARS OF BLADING.

	H. P.			L. P.			ASTERN.		
	HEIGHT OF BLADES.	DIAMETER AT TIP.	NO. OF ROWS.	HEIGHT OF BLADES.	DIAMETER AT TIP.	NO. OF ROWS.	HEIGHT OF BLADES.	DIAMETER AT TIP.	NO. OF ROWS.
1ST EXPANSION	40%	44%	8	70%	780%	3	70%	580%	2
2ND	46	482	7	85	810	3	90	620	2
3RD	54	498	7	105	850	2	105	650	3
4TH	64	518	6	130	900	2			
5TH	46	542	5	155	950	2			
6TH	90	590	5	180	1000	5			
7TH									
8TH									

No. and size of Feed pumps 2 Turb. Centrif. Suction 70. Disch 60
 No. and size of Bilge pumps 4 PUMPS, ONE 300X300X250, ONE 150X150X150, ONE 150X100X150, ONE 190X150X150.
 No. and size of Bilge suction in Engine Room 2-100BIA, B1.235 BOILER Rm Centre 100. P 9 90MM.
 In Holds, &c. No 1, 2-90, No 2, 2-90, No 3, 2-90, No 4, 2-90.

No 5, 2-90, No 6, 2-90.
 No. of Bilge Injections one sizes 235 Connected to circulating pump yes Is a separate Donkey Suction fitted in Engine Room & size yes 100dia
 Are all the bilge suction pipes fitted with roses yes Are the roses in Engine room always accessible yes
 Are all connections with the sea direct on the skin of the ship yes Are they Valves or Cocks Both
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Discharge Pipes above or below the deep water line above
 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 yes
 What pipes are carried through the bunkers Solid bilge suction pipes How are they protected wood casings
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges yes
 Is the Screw Shaft Tunnel watertight none Is it fitted with a watertight door worked from

BOILERS, &c.—(Letter for record) Manufacturers of Steel

Total Heating Surface 6240# 5800# Forced Draft fitted yes No. and Description of Boilers Two Water tube type Tosi
 Working Pressure 14 atm Tested by hydraulic pressure to 28 atm Date of test 5-11-21 No. of Certificate
 Can each boiler be worked separately yes Area of fire grate in each boiler 7 MA = 75# No. and Description of Safety Valves to
 each boiler two spring loaded Area of each valve 6361.74 Pressure to which they are adjusted 14 Kilos Are they fitted with easing gear yes
 Smallest distance between uptakes and bunkers 12 Mean dia. of tubes 1400 Length 3850 Material of shell plates S
 Thickness 17 Range of tensile strength 41-47 kg/cm² Are the shell plates welded or flanged Descrip. of riveting: cir. seams DRLT
 long. seams D.R.D.B.S Diameter of rivet holes in long. seams 22 Pitch of rivets 83.5 Lap of plates or width of butt straps 212
 Per centages of strength of longitudinal joint rivets 88.2 Working pressure of shell by rules 17.3 kg/cm² Size of manhole in shell 300X400
 plates 73.6
 Size of compensating ring flanged No. and Description of Furnaces in each Boiler W.Tube 0Lr Material Outside diameter
 Length of plain part top Thickness of plates crown Description of longitudinal joint No. of strengthening rings
 bottom Working pressure of furnace by the rules Combustion chamber plates: Material Thickness: Sides Back Top Bottom
 Pitch of stays to ditto: Sides Back Top If stays are fitted with nuts or riveted heads Working pressure by rules End plates in steam space
 Material S Thickness 23 Pitch of stays Disked How are stays secured 1600 Working pressure by rules 12.1 kg/cm² Material of stays
 Diameter at smallest part Area supported by each stay Working pressure by rules Material of Front plates at bottom
 Thickness Material of Lower back plate Thickness Greatest pitch of stays Working pressure of plate by rules
 Diameter of tubes 46 Pitch of tubes 100 Material of tube plates S Thickness: Top 32 Bottom 32 Mean pitch of stays
 Pitch across wide water spaces Working pressures by rules Girders to Chamber tops: Material Depth and
 thickness of girder at centre Length as per rule Distance apart Number and pitch of stays in each
 Working pressure by rules Steam dome: description of joint to shell DRLT % of strength of joint 55.6 Diameter 600
 Thickness of shell plates 15 Material S Description of longitudinal joint DRLT Diameter of rivet holes 20 Pitch of rivets 66
 Working pressure of shell by rules 25 Crown plates: Thickness 15 How stayed Disked Rad 750 WP 16.6

SUPERHEATER. Type *Tosi* Date of Approval of Plan *✓* Tested by Hydraulic Pressure to *42 Kilos*
Date of Test *10.9.21* Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler *yes*
Diameter of Safety Valve *26 M/M* Pressure to which each is adjusted *14 1/2 Kilos* Is Easing Gear fitted *yes*
adjusted 17/12/22

IS A DONKEY BOILER FITTED? *yes* If so, is a report now forwarded? *yes*

SPARE GEAR. State the articles supplied: *1/40 of the Blading, 1/20 of bolts and nuts in general including gear case & turbine joint, one set of bearings for main shafts, one set of bearings for high and low pressure turbines, one set of bearings for gear wheel shafts, 2 thermometers for one system, 2 thrust shoes, half set of packing rings for glands of rotor shafts, one complete set of all different springs, 1/20 of condenser tubes, one complete set of rings for the thrust bearings of the turbines, 2 sets of nozzles for steam air ejector, two rubber sheets for control valves, set of coupling, a quantity of assorted bolts & nuts, bars and some sheets of iron and brass, two 1/2" 2. FEED VALVES, 2 OIL PUMP VALVES, 2 BOLTS & NUTS FOR ROTOR BEARINGS, 2 BOLTS & NUTS FOR MAIN GEAR WHEEL BEARING, 2 Bolts and nuts for Pinion*

TURBO CENTRIF OIL PUMP COMBINED	TURBO CENTRIF FEED PUMPS	TURBO CENTRIF PMP FOR CONDENSER	TURBO CENTRIF PUMP FOR ASH EJECTOR	TURBO VENTILATORS	DYNAMO
1 SET OF PACKING STUFFING BOXES	one set of packing stuffing boxes	Same as No. 2.	Same as No. 2.	Same as No. 2.	One set of bearings
" " BEARINGS	" " BEARINGS				" " springs
" " SPRINGS	" " SPRINGS				" " Brushes
2 PINIONS FOR OIL PUMP					

The foregoing is a correct description.
— MAIN BOILERS —
1/20 of the boiler tubes
8 gauge superheater tubes
1/4 of grate bars
1/4 fire bricks
— DONKEY BOILER —
6 plain tubes.
2 stay tubes.
1/4 grate bars

FRANCO TOSI
Società Anonima
STAB. MECCANICI E FONDERIE
Manufacturer.
Baroni & Carlini

Dates of Survey (During progress of work in shops - -) *(Examined by Genoa Surveyors)*
of Survey while building *1921, June 18, 19, 26, Aug 3, 4, 8, 11, 15, 23, 26, 29, Sept 8, 10, 14, 16, Dec 1-20, 1922, Jan 14, Feb 2-27, May 26-29*
Total No. of visits *35* *at London E. 28/1/22*
April 27, June 7-23, July 27, Oct 14, Nov 8, Dec 1-8. Is the approved plan of main boiler forwarded herewith *✓*
Dec 17, 19. (1923) Jan 2, 5, 8.

Dates of Examination of principal parts—Casings *28. 10. 20* Rotors *28. 10. 20* Blading *28. 10. 20* Gearing *28. 10. 20*
Rotor shaft *28. 10. 20* Thrust shaft *20. 10. 20* Tunnel shafts *4. 11* Screw shaft *10. 1. 21* Propeller *23. 11. 20*
Stern tube *23. 11. 20* Steam pipes tested *12-8-21* Engine and boiler seatings *26-6-21* Engines holding down bolts *15-8-21*
Completion of pumping arrangements *8/1/1923.* Boilers fixed *11-8-21* Engines tried under steam *at work 24. 10. 22*
Main boiler safety valves adjusted *17/12/22* Thickness of adjusting washers *Port Boiler { F 1 M/M, A 4 M/M. Starboard Boiler { F 10 M/M, A 8 M/M }*
Material and tensile strength of Rotor shaft *Siemens Martin steel 50 kg per mmq* Identification Mark on Do. *LLYDS 28. 10. 20*
Material and tensile strength of Pinion shaft *Swiss steel 65 kg per mmq* Identification Mark on Do. *LLYDS 28. 10. 20*
Material of Wheel shaft *Steel* Identification Mark on Do. *LLYDS 28. 10. 20* Material of Thrust shaft *Steel* Identification Mark on Do. *LLYDS 28. 10. 20*
Material of Tunnel shafts *nil* Identification Marks on Do. *✓* Material of Screw shafts *Steel* Identification Marks on Do. *LLYDS 28. 10. 20*
Material of Steam Pipes *Solid drawn hot finished steel.* Test pressure *42 Kilos per sq Cm.*

Is an installation fitted for burning oil fuel *no* Is the flash point of the oil to be used over 150°F. *✓*
Have the requirements of Section 49 of the Rules been complied with *✓*
Is this machinery a duplicate of a previous case *✓* If so, state name of vessel *✓*

General Remarks (State quality of workmanship, opinions as to class, &c.) *This machinery was practically completed before being submitted to special survey. On receipt of instructions to survey same all parts were examined. The machinery was tested under steam in the shops and afterwards opened out and examined. The shafting was tested by the R.N.I and a certificate of test is appended. The materials and workmanship are good and the machinery is, in my opinion, suitable for installation in a classed vessel with record.*
+ L.M.C. (with date) subject to the boilers being examined and tested and the machinery being securely fitted aboard in accordance with the Rules and approved and tested under steam.

The amount of Entry Fee ... £ *6-0-0* When applied for, *£40. 10. 0*
Special ... £ *101-4-0* When received, *£20. 30. 0*
Donkey Boiler Fee ... £ *7-0-0*
Electric Light ... £ *10-0-0*
Travelling Expenses (if any) ... £ *Lib. 6 M/M. Genoa*
118 napies
Committee's Minute *FDI 23 FEB 1923*
Assigned *Ph 123*
L.D. C.L.
Letter addressed to Genoa - E 28-1-21, E 6-1-21, E 11-1-21, E 18-1-21, E 25-1-21, E 28-1-21, E 4-2-21, E 11-2-21, E 18-2-21, E 25-2-21, E 4-3-21, E 11-3-21, E 18-3-21, E 25-3-21, E 4-4-21, E 11-4-21, E 18-4-21, E 25-4-21, E 4-5-21, E 11-5-21, E 18-5-21, E 25-5-21, E 4-6-21, E 11-6-21, E 18-6-21, E 25-6-21, E 4-7-21, E 11-7-21, E 18-7-21, E 25-7-21, E 4-8-21, E 11-8-21, E 18-8-21, E 25-8-21, E 4-9-21, E 11-9-21, E 18-9-21, E 25-9-21, E 4-10-21, E 11-10-21, E 18-10-21, E 25-10-21, E 4-11-21, E 11-11-21, E 18-11-21, E 25-11-21, E 4-12-21, E 11-12-21, E 18-12-21, E 25-12-21, E 4-1-22, E 11-1-22, E 18-1-22, E 25-1-22, E 4-2-22, E 11-2-22, E 18-2-22, E 25-2-22, E 4-3-22, E 11-3-22, E 18-3-22, E 25-3-22, E 4-4-22, E 11-4-22, E 18-4-22, E 25-4-22, E 4-5-22, E 11-5-22, E 18-5-22, E 25-5-22, E 4-6-22, E 11-6-22, E 18-6-22, E 25-6-22, E 4-7-22, E 11-7-22, E 18-7-22, E 25-7-22, E 4-8-22, E 11-8-22, E 18-8-22, E 25-8-22, E 4-9-22, E 11-9-22, E 18-9-22, E 25-9-22, E 4-10-22, E 11-10-22, E 18-10-22, 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E 25-2-34, E 4-3-34, E 11-3-34, E 18-3-34, E 25-3-34, E 4-4-34, E 11-4-34, E 18-4-34, E 25-4-34, E 4-5-34, E 11-5-34, E 18-5-34, E 25-5-34, E 4-6-34, E 11-6-34, E 18-6-34, E 25-6-34, E 4-7-34, E 11-7-34, E 18-7-34, E 25-7-34, E 4-8-34, E 11-8-34, E 18-8-34, E 25-8-34, E 4-9-34, E 11-9-34, E 18-9-34, E 25-9-34, E 4-10-34, E 11-10-34, E 18-10-34, E 25-10-34, E 4-11-34, E 11-11-34, E 18-11-34, E 25-11-34, E 4-12-34, E 11-12-34, E 18-12-34, E 25-12-34, E 4-1-35, E 11-1-35, E 18-1-35, E 25-1-35, E 4-2-35, E 11-2-35, E 18-2-35, E 25-2-35, E 4-3-35, E 11-3-35, E 18-3-35, E 25-3-35, E 4-4-35, E 11-4-35, E 18-4-35, E 25-4-35, E 4-5-35, E 11-5-35, E 18-5-35, E 25-5-35, E 4-6-35, E 11-6-35, E 18-6-35, E 25-6-35, E 4-7-35, E 11-7-35, E 18-7-35, E 25-7-35, E 4-8-35, E 11-8-35, E 18-8-35, E 25-8-35, E 4-9-35, E 11-9-35, E 18-9-35, E 25-9-35, E 4-10-35, E 11-10-35, E 18-10-35, E 25-10-35, E 4-11-35, E 11-11-35, E 18-11-35, E 25-11-35, E 4-12-35, E 11-12-35, E 18-12-35, E 25-12-35, E 4-1-36, E 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25-10-39, E 4-11-39, E 11-11-39, E 18-11-39, E 25-11-39, E 4-12-39, E 11-12-39, E 18-12-39, E 25-12-39, E 4-1-40, E 11-1-40, E 18-1-40, E 25-1-40, E 4-2-40, E 11-2-40, E 18-2-40, E 25-2-40, E 4-3-40, E 11-3-40, E 18-3-40, E 25-3-40, E 4-4-40, E 11-4-40, E 18-4-40, E 25-4-40, E 4-5-40, E 11-5-40, E 18-5-40, E 25-5-40, E 4-6-40, E 11-6-40, E 18-6-40, E 25-6-40, E 4-7-40, E 11-7-40, E 18-7-40, E 25-7-40, E 4-8-40, E 11-8-40, E 18-8-40, E 25-8-40, E 4-9-40, E 11-9-40, E 18-9-40, E 25-9-40, E 4-10-40, E 11-10-40, E 18-10-40, E 25-10-40, E 4-11-40, E 11-11-40, E 18-11-40, E 25-11-40, E 4-12-40, E 11-12-40, E 18-12-40, E 25-12-40, E 4-1-41, E 11-1-41, E 18-1-41, E 25-1-41, E 4-2-41, E 11-2-41, E 18-2-41, E 25-2-41, E 4-3-41, E 11-3-41, E 18-3-41, E 25-3-41, E 4-4-41, E 11-4-41, E 18-4-41, E 25-4-41, E 4-5-41, E 11-5-41, E 18-5-41, E 25-5-41, E 4-6-41, E 11-6-41, E 18-6-41

Naples.

Genoa

Continuation of Report No.

7964

dated

not dated

on the

Bagnoli No. 1

dated 9/1/1923

Naples Rpt No

The machinery of this vessel has been properly fitted and secured on board at Bagnoli & Naples. The Main & Aux steam pipes and feed pipes have been tested according to Rule Requirements. The Main & Aux Steam pipe flanges have been marked

LLOYD'S TEST. 42 KILOS Dec. 12-8-21. I.A. & W.H.R. the main and

aux feed pipe flanges marked. LLOYD'S TEST. 56 KILOS Dec. 19-21

the thickness of the aux steam pipes increased in thickness

as indicated on the plan DRG No 94245. E. 28.1.21. addressed

to the Surveyors Genoa. The alterations required in your

letter E. 20.8.22, carried out with regard to the pumping

arrangements. On completion the machinery and all

Auxiliaries tried and found to work satisfactory.

The main and donkey boilers were opened out and

examined and found in good condition, then scuttlings

verified and found to be in accordance with the

plans. all boilers efficiently secured in position.

and tested under water pressure and stamped as

follows. Starboard Main boiler

NO. 6
LLOYD'S TEST
28 KILOS
W.P. 14 KILOS
I.A. 11-8-21

Port Main boiler

NO. 7
LLOYD'S TEST
28 KILOS
W.P. 14 KILOS
I.A. 3-8-21

Donkey Boiler

NO. 1
LLOYD'S TEST
14 KILOS
W.P. 7 KILOS
W.H.R. 10-9-21

The Superheaters examined throughout and found in good working condition and tested & stamped as follows:

NO. 2.
LLOYD'S TEST.
42 KILOS
W.P. 14 KILOS
W.H.R. 10-9-21

NO. 3.
LLOYD'S TEST
42 KILOS
W.P. 14 KILOS
W.H.R. 10-9-21

NO. 4.
LLOYD'S TEST
42 KILOS
W.P. 14 KILOS
W.H.R. 10-9-21

NO. 5.
LLOYD'S TEST
42 KILOS
W.P. 14 KILOS
W.H.R. 10-9-21

The main boiler safety valves adjusted under steam and tried for accumulation and found in order. the Superheater safety valves adjusted to slightly higher pressure than the main boilers. Spare gear checked and found in order.

In our opinion this vessel now appears to be eligible for the record of + LMC with date to be decided by the Committee.

W. H. Roberts & J. P. Jones