

REPORT ON OIL ENGINE MACHINERY.

No. 12109

Received at London Office

JUN 20 1938

Date of writing Report

10/VI. 1938

When handed in at Local Office

17/6/

1938

Port of Trieste

No. in Survey held at Reg. Book.

39579 on the

Single
Triple
Quadruple

Screw vessel

TRIESTE

Date, First Survey

7th June 1937

Last Survey 9th June 1938

Number of Visits 128

M/S. OMALA

Tons Gross 6256
Net 3594

Built at MONFALCONE

By whom built

CANT. RIUNITI ADRIATICA

Yard No. 1202

When built 1938

Engines made at

TRIESTE

By whom made

CANT. RIUNITI ADRIATICO

Engine No. 257

When made 1938

Key Boilers made at

NEW CAST. O.T.

By whom made

B.N. HANTHORN LESHIE & CO.

Boiler No. 9968

When made 1938

Horse Power

2800

Owners

N.V. Petroleum Maatschappij 'La Corona'

Port belonging to

Savudage

Horse Power as per Rule

377

Is Refrigerating Machinery fitted for cargo purposes

NO

Is Electric Light fitted

YES

Trade for which vessel is intended

CARRYING PETROLEUM IN BULK.

ENGINES, &c.—Type of Engines

HEATHSPOOR 6 CYLINDER 2 or 4 stroke cycle

4 Single or double acting

S.A.

Maximum pressure in cylinders

52 kg/cm²

Diameter of cylinders

650 mm

Length of stroke

1100 mm

No. of cylinders

6

No. of cranks

6

Indicated Pressure

9.53 kg/cm²

Distance of bearings, adjacent to the Crank, measured from inner edge to inner edge

844 mm

Is there a bearing between each crank

YES

Revolutions per minute

120

Flywheel dia.

2260 mm

Weight

6000 kg

Means of ignition

COMPRESSION

Kind of fuel used

DIESEL

Crank Shaft, dia. of journals

as per Rule 443.8
as fitted 460

Crank pin dia.

460 mm

Crank Webs

Mid. length breadth

870 mm

Thickens parallel to axis

267 mm

Wheel Shaft, diameter

as per Rule —
as fitted —

Intermediate Shafts, diameter

as per Rule 314.4 mm
as fitted 350 mm

Thrust Shaft, diameter at collars

as per Rule 329.7 mm
as fitted 340 mm

Screw Shaft, diameter

as per Rule —
as fitted —

Screw Shaft, diameter

as per Rule 344 mm
as fitted 370 mm

Is the

tube screw

shaft fitted with a continuous liner

YES

Bronze Liners, thickness in way of bushes

as per Rule 19 mm
as fitted 19 mm

Thickness between bushes

as per rule 14.25 mm
as fitted 15 mm

Is the after end of the liner made watertight in the

Veller boss

YES

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

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 end of the tube

If so, state type

Length of Bearing in Stern Bush next to and supporting propeller

1480 mm

Propeller, dia.

4270 mm

Pitch

3580 mm

No. of blades

4

Material

BRASS? whether Moveable

NO

Total Developed Surface

5.75 M²

Method of reversing Engines

COMP. AIR

Is a governor or other arrangement fitted to prevent racing of the engine when disengaged

YES

Means of lubrication

Thickness of cylinder liners

55 mm

Are the cylinders fitted with safety valves

YES

Are the exhaust pipes and silencers water cooled or lagged with

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

Sling Water Pumps, No.

2 SEA WATER, 2 F.W.

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

YES

Pumps worked from the Main Engines, No.

2

Diameter

350 mm

Stroke

ROTAT.

Can one be overhauled while the other is at work

YES

Pumps connected to the Main Bilge Line

No. and Size

2 ROTATIVE 36TH. EACH GENERAL SERVICE 8" 8" 10"

How driven

2 MAIN ENGINE, 1 STEAM INDEPENDENT

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

Last Pumps, No. and size

(3) 8x8x10, 6x6x6

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size

1 ROTATIVE 40TH.
1 DUPLEX-8x8x10"

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

2 @ 3 1/2" 2 IN E.P. Puffm. @ 3 1/2". 1 WITH DEC. PUMP FROM COFF.

In Pump Room 1 @ 3 1/2" IN E.P. 1 @ 2" FORWARD.

Holds, &c. DEEP TANK TOP 3 @ 2" PEAK TANK TOP 2 @ 2" F.O.W. COFF. 3 @ 2 1/2" 4 CASED PUMPS - 12x10x24"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

ONE 5"

One 6 1/2" emergency

All the Bilge Suction pipes in Holds and Tunnels Well fitted with strum-boxes

YES

Are the Bilge Suctions in the Machinery Spaces

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

YES

All Sea Connections fitted direct on the skin of the ship

YES

Are they fitted with Valves or Cocks

VALVES & COCKS

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

ABOVE

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

Pipes pass through the bunks

COFF. & dam suction at frame - 43-44

How are they protected

O.F. BUNKER

Pipes pass through the deep tanks

Have they been tested as per Rule

All 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

Department to another

YES

Is the Shaft Tunnel watertight

—

Is it fitted with a watertight door

—

worked from

—

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

Auxiliary Air Compressors, No.

NONE

No. of stages

—

Diameters

—

Stroke

—

Driven by

1. DIESEL. ENG.

Auxiliary Air Compressors, No.

2

No. of stages

2

Diameters

—

Stroke

—

Driven by

1 STEAM. ENG.

Small Auxiliary Air Compressors, No.

—

No. of stages

—

Diameters

—

Stroke

—

Driven by

—

Savenging Air Pumps, No.

—

Diameter

—

Stroke

—

Driven by

—

Auxiliary Engines crank shafts, diameter

as per Rule

PLEASE SEE REP ATTACHED. 2 GENERATORS { 1 DIESEL START. F.O.W. 1 STEAM START. F.O.W. }

as fitted

FOR AUX DIESEL ENGS. 2 COMPRESS. { 1 DIESEL PORT AFT 1 STEAM PORT F.O.W. }

003534-003540-0190

Register
Foundation

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

Can the internal surfaces of the receivers be examined and cleaned YES. Is a drain fitted at the lowest part of each receiver YES.

High Pressure Air Receivers, No. NONE Cubic capacity of each — Internal diameter — thickness —

Seamless, lap welded or riveted longitudinal joint	Material	Range of tensile strength	Working pressure	by Rules	Actual

Starting Air Receivers, No. Two Total cubic capacity 23 m.³ Internal diameter 1458/1500 m. thickness 21

Seamless, lap welded or riveted longitudinal joint Riv. O.S.T. Material STEEL Range of tensile strength 44-55 Ks Working pressure by Rules 23 Actual 25

IS A DONKEY BOILER FITTED? YES. ✓ If so, is a report now forwarded? YES.

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shuffling 4/3/27, 23/3/27 Receivers 10/5/1927 Separate Fuel Tanks
(If not, state date of approval)

Donkey Boilers..... — General Pumping Arrangements 1/6/1937 Pumping Arrangements in Machinery Space 1/6/1937

Oil Fuel Burning Arrangements 1.6.1937 SPARE GEAR.

Has the spare gear required by the Rules been supplied YES.

State the principal additional spare gear supplied *See attached list.*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building		During progress of work in shops -	During erection on board vessel	Total No. of visits
		1937 June 7, 26, 30, July 1, 3, 6, 8, 12, 15, 19, 21, 29, Aug. 2, 10, 17, 21, 24, 30, Sep. 21, 28, Oct. 1, 2, 4, 5, 7, 9, 12, 13, 14, 15, 15, 16, 21, 22, 25, 26, 29, Nov. 2, 5, 10, 13, 15, 17, 19, 24, 26, 30, Dec. 2, 7, 9, 15, 16, 16, 21, 22, 30, 31, 1938 Jan. 5, 10, 12, 14, 19, 20, 26, 26, 28, 31, Feb. 3, 8, 9, 10, 12, 15, 16, 18, 21, 23, 24, 25, 28, Mar. 2, 9, 10, 12, 14, 17, 17, 19, 22, 23, 24, 26, 28, 30, Apr. 1, 7, 11, May 12, 14, 23, 24	1938 Jan 25, Feb 12, 21, 22, Apr 4, 6, 6, 12, 22, 25, May 26, 7, 12, 14, 16, 19, 23, 24, 31, June 4, 8, 9	128

Dates of Examination of principal parts—Cylinders 3/2/1938 Covers 23/3/38 Pistons 24/11/37 Rods 4/2/37 Connecting rods 18/1/1937
Crank shaft 26/7/1937 Flywheel shaft — Thrust shaft 23/11/37 Intermediate shafts 23/11/37 Tube shaft —

Screw shaft 23/11/1937 Propeller 22/9/1937 Stern tube 21.2.38 Engine seatings 11.3.38 Engines holding down bolts 2.5.38

Completion of fitting sea connections 22.2.38 Completion of pumping arrangements 19.5.38 Engines tried under working conditions 8.6.38

Crank shaft, Material STEEL Identification Mark HPB-4.11.24 Flywheel shaft, Material STEEL Identification Mark LL04013-42

Thrust shaft, Material STEEL Identification Mark N. 4269 4PB Intermediate shafts, Material STEEL Identification Marks N. 4269 4PB
27-4-37 27-4-37 27-4-37 27-4-37
 Snap shaft Material STEEL Identification Mark 27-4-37

Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

YES ☒ SPARE SCREW SH. LLOYD'S - 4

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with YES

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo YES. If so, have the requirements of the Rules been complied with YES.

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with. YES See Ch. 30 to 38.

Is this machinery duplicate of a previous case yes. If so, state name of vessel M/S. Solam m. -

General Remarks (State quality of workmanship, opinions as to class, &c. *This & anyone has been concerned*

ted and lifted on board this vessel under Special Permit on

in accordance with the Rules approved plans and Secretary

Letter. The material and workmanship are good. The main

fellows. The Mollusca and Nematodes are found in the

Engine and Auxiliaries have been tested under full load

King Conviction and Fama strip factory and in our apom

The Moupinery is eligible to have in the society Regu.

Book the notation of + LMC - 6.38.

*For Bridges and Auxiliaries please see attached Repts.

for sales and interest.

1

The amount of Entry Fee .. *£* *463-* When applied for, *L. B. R. H. S. R. R.*

Special *Ex 7543-* *13/6/1938* *Mr. J. J. Pennington & F. H. ...*

Donkey Boiler Fee ... *300* - When received, *Engineer Supervisor to Lloyd's Register of Shipping*

Travelling Expenses (if any) *Rs* : 815- : 23-6 19-38 *Rs* 24-6

Committee's Minute 6/1/58

+ Lmb. 6.38

Assigned Dr. Henry Olson G.

