

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 7409

28 JAN 1927

Date of writing Report 24/12/26 When handed in at Local Office 8/1/27

Port of Trieste

Received at London Office

No. in Survey held at 0706 on the

Single
Twin
Triple
Quadruple

Screw vessel

"Remo"

Date, First Survey 22/2/26

Last Survey 17/1/27

Number of Visits (156)

Tons Gross 9780 Net 6084

Built at Trieste

By whom built Stabilimento Tecnico Triestino

Yard No. 7149 When built 1926

Engines made at Trieste

By whom made

Engine No. 5268 When made 1926

Donkey Boilers made at Auman

By whom made Lochan Bros

Boiler No. 9921 When made 1926

Brake Horse Power

Owners Lloyd Triestino

Port belonging to Trieste

Com. Horse Power as per Rule 984

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Grade for which vessel is intended

Far East

ENGINES, &c.—Type of Engines

Bunnister & Wain (A.E.G.)

2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 36 kg/cm²

Diameter of cylinders 740

Length of stroke 1200

No. of cylinders 12

No. of cranks 12

Distance of bearings, adjacent to the Crank, measured from inner edge to inner edge 994

Is there a bearing between each crank Yes

Revolutions per minute 115

Flywheel dia. 2440

Weight 11,400

Means of ignition Compression

Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule 447

as fitted 456

Crank pin dia. 456

Crank Webs

Mid. length breadth 1000

Thickness parallel to axis 300

Intermediate Shaft, diameter as per Rule 447

as fitted 456

Intermediate Shafts, diameter as per Rule 294

as fitted 316

Thrust Shaft, diameter of collars as per Rule 312

as fitted 332

Screw Shaft, diameter as per Rule 324

as fitted 345

Is the screw shaft fitted with a continuous liner Yes

Liner, thickness in way of bushes as per Rule 14.5

as fitted 19

Thickness between bushes as per rule 13

as fitted 15

Is the after end of the liner made watertight in the

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

Is the space charged with a plastic material insoluble in water and non-corrosive

Are the liners fitted, is the shaft lapped or protected between the liners

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

of the tube shaft

Length of Bearing in Stern Bush next to and supporting propeller 14.22

Propeller, dia. 4300

Pitch 3560

No. of blades 3

Material Iron

whether Moveable Yes

Total Developed Surface 607 sq. feet

Method of reversing Engines Air (Brown)

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

Yes

Thickness of cylinder liners 60

Are the cylinders fitted with safety valves Yes

Are the exhaust pipes and silencers water cooled or lagged with

conducting material

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Working Water Pumps, No. 2 @ 210 tons per hour

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 160

Stroke 225

Can one be overhauled while the other is at work

Yes

Pumps connected to the Main Bilge Line

No. and Size 2 @ 200 x 200, 1 @ 300 x 300 all duplex

How driven Electric motor

Test Pumps, No. and size 1 @ 300 x 300 duplex

Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 60 Tons per hour

Are independent means arranged for circulating water through the Oil Cooler

Not fitted

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Machinery Spaces 2 @ 80, 2 @ 80 in thrust rooms

2 @ 60 in effluents, 1 @ 80 in tunnel well

2 @ 80 in wing, 6 @ 80 to hold, 2 @ 60 in effluents

2 @ 90 to hold pumps, 1 @ 200 to ballast pump

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

Yes

Are the Bilge Suctions in the Machinery Spaces

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

Yes

Sea Connections fitted direct on the skin of the ship

Yes

Are they fitted with Valves or Cocks Both

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

Are 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

Are the pipes pass through the bunkers

Yes

How are they protected

Are the pipes pass through the deep tanks

Yes

Have they been tested as per Rule

Yes

Are Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Yes

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

See hull report

Yes

worked from Top platform

What means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Air Compressors, No. 2

No. of stages 3

Diameters 350, 675, 150

Stroke 400

Driven by Main Crank shaft

Auxiliary Air Compressors, No. 1 each

No. of stages 3

Diameters 322, 288, 19

Stroke 140

Driven by 2nd Aux Diesel Engine

Auxiliary Air Compressors, No. 1

No. of stages 2

Diameters 106 & 34

Stroke 80

Driven by Single cyl Steam Engine

Engines Air Pumps, No. 1

Diameter

Stroke

Driven by

Generators Engines Nos. 664, 670, 675 & 669 built by AEG, Berlin

with 123, 109, 108 & 105-50-1/8 hp respectively

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

Yes

Starting air Receiver & Aux. Blast bottles

Are the internal surfaces of the receivers be examined

Yes

What means are provided for cleaning their inner surfaces

Removable covers

Is a drain arrangement fitted at the lowest part of each receiver

Yes

Pressure Air Receivers, No. 4 Main & 4 Aux

Cubic capacity of each 2 @ 500 litres

2 @ 250 "

Internal diameter 480

360

Thickness 16

Are lap welded or riveted longitudinal joint

Seamless

Material S

Range of tensile strength 44-50.5

Working pressure by Rules 30.25

Thickness 33.28

Air Receivers, No. 2

Total cubic capacity 52 m³

Internal diameter 46.89

Thickness 33.28

Are lap welded or riveted longitudinal joint

Riveted

Material S

Range of tensile strength 28-32 Tons

Working pressure by Rules 35.6

Thickness 33.28

012159-012164-0072

IS A DONKEY BOILER FITTED?

PLANS. Are approved plans forwarded herewith for Shifting (If not, state date of approval)

Donkey Boilers

General Pumping Arrangements

If so, is a report now forwarded?

Receivers

Separate Tanks

Oil Fuel Burning Arrangements

SPARE GEAR

See attached List.

263; 408/413-A9-28/5/26

416/418-A9-28/5/26

423/424-A9-25/6/26

307/308-A9-11/3/26

234-A9-22/2/26

314-A9-30/3/26

382-A9-4/5/26

The foregoing is a correct description,

M. And. Rung

Manufacturer.

Dates of Survey while building

See attached list

One hundred fifty six

Dates of Examination of principal parts—Cylinders

28/6/26

15/6/26

Pistons

30/7/26

14/12/25

Rods

1/4/26

Crank shaft

20/5/26

Flywheel shafts

4/5/26

Thrust shaft

25/5/26

Intermediate shafts

22/12/25

Tube shaft

✓

Screw shaft

15/4/26

Propellers

5/4/26

Stern tube

6/4/26

Engine seatings

20/11/26

Engines holding down bolts

6/12/26

Completion of fitting sea connections

21/7/26

Completion of pumping arrangements

13/12/26

Engines tried under working conditions

15/12/26

Crank shaft, Material

P. M. Light steel

Identification Mark

455/4-A9-25/6/26

Flywheel shaft, Material

P. M. Light steel

Identification Mark

383/4-A9-

Thrust shaft, Material

" "

Identification Mark

381-A9-4/5/26

Intermediate shafts, Material

" "

Identification Marks

See above

Tube shaft, Material

" "

Identification Mark

✓

Screw shaft, Material

" "

Identification Mark

6003-4/21-

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

Yes.

Is this machinery duplicate of a previous case

Yes.

If so, state name of vessel

Romulo

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been built under special supervision and in accordance with the Rules. The materials and workmanship are good. The machinery has been efficiently secured in position and on completion has been examined under working conditions with satisfactory results. The manoeuvring trials have been satisfactorily carried out in accordance with the Rules.

The machinery of this vessel is eligible, in my opinion, to be classed in the Register Book with notation of +LMC 127.

DUAL CLASS

L.R. & R.I.

The amount of Entry Fee ... £ 677.-

Special ... £ 14957.-

Donkey Boiler Fee ...

Travelling Expenses (if any) ... £ 165.-

Committee's Minute ...

When applied for,

Jan 25 1927

When received,

12/5/27

Assigned

CERTIFICATE WRITTEN

+LMC 127 CL

Oil Engines D.B. 1000

John D. ... & J. Lockrey.
Engineer Surveyor to Lloyd's Register of Shipping



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