

REPORT ON OIL ENGINE MACHINERY.

No. 7375

Date of writing Report 24 Nov 1926 When handed in at Local Office Dec 14th 1926 Port of Trieste Received at London Office 20 DEC 1926

No. in Survey held at Trieste Date, First Survey 5th Dec 1925 Last Survey 21 Nov 1926 Number of Visits 140

Reg. Book. 90701 on the Single Twin Triple Quadruple Screw vessel "ROMOLO" Tons {Gross 9780 Net 6084

Built at Trieste By whom built Stabilimento Sestini Yard No. 148 When built 1926

Engines made at Trieste By whom made " Engine No. 3063 When made 1926

Donkey Boilers made at Annan By whom made Lochman Son Boiler No. 9920 When made 1926

Brake Horse Power " Owners Lloyd Sestini Port belonging to Trieste

Nom. Horse Power as per Rule 984 Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted yes

Trade for which vessel is intended Far East.

OIL ENGINES, &c.—Type of Engines Burneish & Wain Diesel (AEG) 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

Span 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. 2740 Weight 11,400 Means of ignition Compression Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule 447 Crank pin dia. 456 Crank Webs Mid. length breadth 1000 Thickness parallel to axis 300

Flywheel Shaft, diameter as per Rule 447 Intermediate Shafts, diameter as per Rule 297 Thrust Shaft, diameter at collars as per Rule 312

Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule 324 Is the tube shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 17.5 Thickness between bushes as per rule 15 Is the after end of the liner made watertight in the propeller boss yes

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

If 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 ✓

If 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 shaft ✓

Length of Bearing in Stern Bush next to and supporting propeller 1422

Propeller, dia. 4300 Pitch 3560 No. of blades 3 Material honyx whether Moveable yes Total Developed Surface 6.07m² sq. feet

Method of reversing Engines Clutch (Brown) Is a governor or other arrangement fitted to prevent racing of the engine when disengaged yes Means of lubrication forced

Thickness of cylinder liners 60 Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine to funnel.

Cooling 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

Bilge 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

Ballast Pumps, No. and size 1 @ 300 x 300 duplex Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 60 tons per hour

Are two independent means arranged for circulating water through the Oil Cooler no oil cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Machinery Spaces 2 @ 80, 2 @ 80 in Thrust room, 2 @ 60 in Cofferdams, 1 @ 80 in Tunnel well.

In Holds, &c. Forward 6 @ 80, 2 @ 60 in Cofferdams. Aft. 6 @ 80 in wing, 6 @ 80 to hatch, 2 @ 60 in Cofferdams

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 @ 90 to bilge pumps, 1 @ 200 to ballast pump

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes

Are all 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 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 pass through the bunkers ✓ How are they protected ✓

What pipes pass through the deep tanks ✓ Have they been tested as per Rule yes

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

Is 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 compartment to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from top platform

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

Main Air Compressors, No. 2 No. of stages 3 Diameters 750, 675, 150 Stroke 400 Driven by Main crank shafts

Auxiliary Air Compressors, No. 1 each 9 in. dia (4) No. of stages 3 Diameters 322, 288, 79 Stroke 170 Driven by Appl. Diesel Engines

Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 106, 134 Stroke 80 Driven by Single 4 in. steam eng.

Scavenging Air Pumps, No. " Diameter " Stroke " Driven by "

Auxiliary Engines crank shafts, diameter as per Rule Generator Engines Nos. 683, 684, 685 + 687 built by AEG, Berlin

with last bottles Nos. 114, 115, 111, + 112 - 1.8.25 - 30

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes Starting air receivers yes Are they fitted with a safety valve as per Rule yes

Can the internal surfaces of the receivers be examined yes What means are provided for cleaning their inner surfaces Removable covers

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

High Pressure Air Receivers, No. 4 Main 4 Cubic capacity of each 2 @ 50, 2 @ 250 Internal diameter 4802 thickness 202

Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 43, 46 kg/cm² Working pressure by Rules 84 kg/cm²

Starting Air Receivers, No. 2 Total cubic capacity 52 cm³ Internal diameter 46.89 thickness 33.15/32

Seamless, lap welded or riveted longitudinal joint Riveted Material Steel Range of tensile strength 28-32 tons Working pressure by Rules 356 kg/cm²

IS A DONKEY BOILER FITTED?

PLANS. Are approved plans forwarded herewith for Shafting

Donkey Boilers

SPARE GEAR

If so, is a report now forwarded?

Receivers

Separate Tanks

General Pumping Arrangements

Oil Fuel Burning Arrangements

See attached List.

The foregoing is a correct description,
Stabilimento Tecnico Triestino

Fabbrica macchine S. Andrea - Trieste

Manufacturer.

DUAL CLASS

L.R. & R.

Dates of Survey
while building
Total No. of visits

See attached list

One hundred and forty

Dates of Examination of principal parts—Cylinders 4/3/26 Covers 4/3/26 Pistons 21/6/26 Rods 1/3/26 Connecting rods 8/2/26
Crank shaft 30/3/26 Flywheel shaft 22/12/25 Thrust shaft 22/12/25 Intermediate shafts 22/12/25 Tube shaft
Screw shaft 15/4/26 Propeller 9/10/26 Stern tube 22/26 - 5/26 Engine seatings 10/8/26 Engines holding down bolts 31/10/26
Completion of fitting sea connections 15/5/26 Completion of pumping arrangements 5/11/26 Engines tried under working conditions 23/11/26
Crank shaft, Material S.M. light steel Identification Mark 332/4-30/3/26-A6 Flywheel shaft, Material S.M. light steel Identification Mark 304-11/3/26-A6
Thrust shaft, Material " Identification Mark 309-11/3/26-A6 Intermediate shafts, Material " Identification Marks 229/236-22/26
Tube shaft, Material " Identification Mark 240-22/12/25-A6 Screw shaft, Material " Identification Mark 238/239-22/26
Is the flash point of the oil to be used over 150° F. yps.
Is this machinery duplicate of a previous case yps. If so, state name of vessel Esquilino + Vininoli

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

The machinery of this vessel has been built under special Survey and in accordance with the Rules. The materials and workmanship are good.

On completion it has been examined under full working conditions with satisfactory results. The manoeuvring trials have been 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 11.26.

The amount of Entry Fee ... Lire 690.-
Special ... Lire 15249.-
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) Lire 165.-

When applied for,

Dec 17 1926

When received,

11.3 27.6

Committee's Minute

Assigned

+ Lmb. 11.26 Oil Engines S.B. 100 lbs

Engineer Surveyor to Lloyd's Register of Shipping.



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