

REPORT ON OIL ENGINE MACHINERY.

No. 7375

Date of writing Report 27th Nov 1926 when handed in at Local Office Sec 14th 10th 26 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
 Reg. Book. 90701 on the Single Screw vessel "ROMOLO" Number of Visits 140

Built at Trieste By whom built Stabilimento Sestini Sestini Yard No. 748 When built 1926
 Engines made at Trieste By whom made " " Engine No. 5063 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 Burmeister & Wain Diesel (AEG) or 4 stroke cycle H Single or double acting Single
 Maximum pressure in cylinders 36 kg/cm² Diameter of cylinders 440 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
 as fitted 456 Mid. length thickness 300 shrunk Thickness around eye-hole 195
 Flywheel Shaft, diameter as per Rule 447 Intermediate Shafts, diameter as per Rule 297 Thrust Shaft, diameter at collars as per Rule 312
 as fitted 456 as fitted 316 as fitted 332
 Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule 324 Is the tube shaft fitted with a continuous liner yes
 as fitted " " as fitted 345 screw " "
 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
 as fitted 19 as fitted 15 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 bronze whether Moveable yes Total Developed Surface 6.07m² sq. feet
 Method of reversing Engines Air (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 wings, 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 ✓
 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 See hull report 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 ✓

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes Starting air receivers yes by Hand Pumps
 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 520 m³ Internal diameter 46.99 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? *Yes*

If so, is a report now forwarded? *Yes*

PLANS. Are approved plans forwarded herewith for Shafting *16/1/24*

Receivers *26/2/24*

Separate Tanks *28/1/24*

Donkey Boilers *Yes*

General Pumping Arrangements *Yes*

Oil Fuel Burning Arrangements *Yes*

SPARE GEAR

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
During progress of work in shops --
During erection on board vessel --
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. high steel* Identification Mark *332/4-30/3/26-A6* Flywheel shaft, Material *S.M. high steel* Identification Mark *304-11/3/26-A*
 Thrust shaft, Material " Identification Mark *309-11/3/26-A6* Intermediate shafts, Material " Identification Marks *229/236-22/*
 Tube shaft, Material " Identification Mark *240-22/12/25-A6* Screw shaft, Material " Identification Mark *238/239-22/*
 Identification Mark *6001/2-9/21*

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 *Esquilino + Vinicali*

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.

Certificate (if required) to be sent to Trieste office

The amount of Entry Fee ... *Lire 690.-* When applied for, *sec 17 1926*
 Special ... *Lire 15249.-*
 Donkey Boiler Fee ... *£ :* When received, *11-3 27/6 1926*
 Travelling Expenses (if any) *Lire 165.-*

Geo. J. Munro & Lockrey
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned + Lmc 11.26 Oil Engines S.H. 100 lbs

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WED. 29 DEC 1926