

## REPORT ON OIL ENGINE MACHINERY.

No. 12604  
JUL 25 1939

Received at London Office

Date of writing Report 17/7/1939 When handed in at Local Office 19 Port of Trieste  
 No. in Survey held at TRIESTE & MONFALCONE Date, First Survey 28/4/1938 Last Survey 12/7/1939  
 Reg. Book. 89480 on the Single Triple Quadruple Screw vessel M/S. "OLIVIA" Tons {Gross 6307  
 Net 3600  
 Built at MONFALCONE By whom built CANT. RINWITI DELL' ADRIATICO Yard No. 1214 When built 1939  
 Engines made at TRIESTE By whom made CANT. RINWITI DELL' ADRIATICO Engine No. 5272 When made 1939  
 Donkey Boilers made at NEWCASTON TYNE By whom made W.K. HANTHORN LESHIE & CO. LD. Boiler No. 1049 When made 1939  
 Brake Horse Power 2800 Owners N.V. CURAPOSCHE SCHEEPV. MAATS. Port belonging to WILLEMSTAD  
 Nom. 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 CARRIERS PETROLEUM IN BULK.

**2. ENGINES, &c.** Type of Engines WELKSPOOR 6 CYLINDER 2 or 4 stroke cycle 4 Single or double acting S.A.  
 Maximum pressure in cylinders 52 kg/cm<sup>2</sup> Diameter of cylinders 650 mm Length of stroke 1400 mm No. of cylinders 6 No. of cranks 6  
 Mean Indicated Pressure 9.53 kg/cm<sup>2</sup> Is there a bearing between each crank YES  
 Distance of bearings, adjacent to the Crank, measured from inner edge to inner edge 844 mm  
 Revolutions per minute 120 Flywheel dia. 2260 mm Weight 6000 kg Means of ignition COMPRESSION Kind of fuel used DIESEL  
 Crank Shaft, {Solid forged 443.8 mm as per Rule 443.8 mm as fitted 460 mm Crank pin dia. 160 mm Crank Webs Mid. length breadth 840 mm Thickness parallel to axis 267 mm  
 {Semi-forged 460 mm as fitted 460 mm Mid. length thickness 267 mm Thickness around eye-hole 264 mm  
 {All built 460 mm as fitted 460 mm Thrust Shaft, diameter at collars as per Rule 329.7 mm as fitted 340 mm  
 Flywheel Shaft, diameter as per Rule 314.4 mm as fitted 310 mm  
 Intermediate Shafts, diameter as per Rule 344 mm as fitted 370 mm  
 Screw Shaft, diameter as per Rule 344 mm as fitted 370 mm Is the {shaft fitted with a continuous liner YES  
 {screw  
 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  
 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  
 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  
 aft — 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 BRONZ whether Moveable NO Total Developed Surface 5.76 m<sup>2</sup>  
 Method of reversing Engines COMP. AIR Is a governor or other arrangement fitted to prevent racing of the engine when detached YES Means of lubrication  
FORCED 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  
 non-conducting material LAPPED If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine —  
 Cooling 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  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 35 TONS Stroke ROTATIVE Can one be overhauled while the other is at work YES  
 Pumps connected to the Main Bilge Line {No. and Size 2 ROTATIVE 35 TONS EACH; 1 GENERAL SERVICE 8x8x10"  
 {How driven 2 MAIN ENGINE; 1 STEAM INDEPENDENT  
 Is 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 CARGO PUMPS 4 @ 12x10x24"  
 Ballast Pumps, No. and size 2. 2x8x10x6" Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 ROTAT. 40 TONS, 1 DUPLEX 8x8x10"  
 Are 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 3 @ 3 1/2", 2 ENF.A. COFFDM. 3 1/2", 1 WITH SPECIAL PUMP FROM COFFDM. AT FRAME 43-44 In Pump Room ONE 2 1/2" EACH  
 Holds, &c. DEEP TANK TOP 3 @ 2 1/2", PEAK TANK TOP 2 @ 2 1/2", FORWARD COFFDM. 3 @ 2 1/2"  
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ONE 5" 6 1/2" Emergency suction  
 Are all the Bilge Suction pipes in Holds and 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  
 Are all Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks VALVES & COCKS  
 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 COFFDM. SUCTION AT FRAME 43-44 How are they protected O.F. BUNKER  
 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  
 apartment to another YES Is the Shaft Tunnel watertight NO Is it fitted with a watertight door — worked from —  
 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. NO No. of stages — Diameters — Stroke — Driven by 1. TO STEAM ENG.  
 Auxiliary Air Compressors, No. 2 No. of stages 2 CAPACITY 120 C.F.A. 350 LBS & 450 REV. Driven by 1. TO  
 Small Auxiliary Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by —  
 What provision is made for first Charging the Air Receivers. STEAM ENGINE COMPRESSOR  
 scavenging Air Pumps, No. — Diameter — Stroke — Driven by 1 DIESEL, 1 STEAM, 1 DIESEL, 1 STEAM  
 Auxiliary Engines crank shafts, diameter PLEASE SEE REPORTS ATTACHED FOR THE AUX. DIESEL ENG. No. 2 GENERATOR Position 2 COMPRESSOR  
 Are the Auxiliary Engines been constructed under special survey YES Is a report sent herewith YES

W1153-0104

Lloyd's Register  
Foundation



AIR RECEIVERS:—Have they been made under survey

State No. of Report or Certificate

567-187.19

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

Can the internal surfaces of the receivers be examined and cleaned

Injection Air Receivers, No.

Seamless, lap welded or riveted longitudinal joint

Starting Air Receivers, No.

Seamless, lap welded or riveted longitudinal joint

IS A DONKEY BOILER FITTED?

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

PLANS. Are approved plans forwarded herewith for Shafting

Donkey Boilers

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description,

CANTIERI RIUNITI DELL'ADRIATICO  
Fabbrica Macchine S. Andrea

Manufacturer.

Dates of Survey while building  
During progress of work in shops--  
During erection on board vessel--  
Total No. of visits

Dates of Examination of principal parts—Cylinders  
Crank shaft  
Screw shaft  
Completion of fitting sea connections  
Crank shaft, Material  
Thrust shaft, Material  
Tube shaft, Material  
Identification Marks on Air Receivers

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