

REPORT ON OIL ENGINE MACHINERY.

No. 1872

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Date of writing Report. 24.5. 19 55 When handed in at Local Office. 24.5. 19 55 Port of **SPLIT**
 Date, First Survey **Split 27.1.55** Last Survey **18.5. 1955**
 Survey held at **Split** Number of Visits **Wint. 20 Spt. 21**
 651 s on the **Split** Screw vessel. "OHRID"
 Tons Gross 191 Net 79
 Built at **Split** By whom built **BRODOGRADILIŠTE "SPLIT"** Yard No. **128** When built **1955**
 Engines made at **Winterthur** By whom made **Messrs. Sulzer, Bros. Ltd.** Engine No. **27492** When made **1954**
 Donkey Boilers made at **---** By whom made **---** Boiler No. **---** When made **---**
 Brake Horse Power { Maximum 495 Service 450 Owners **JADRANSKA LINIJSKA PLOVIDBA (Adriatic Line)** Port belonging to **Dubrovnik**
 N. as per Rule. **90** Is Refrigerating Machinery fitted for cargo purposes. **No** Is Electric Light fitted. **Yes**
 Trade for which vessel is intended **Cargo and Passenger, Yugoslavian Coast**
 L ENGINES, &c. — Type of Engines **SULZER, Solid Injection 6TW24** 2 or 4 stroke cycle **2** Single or double acting **single**
 Maximum pressure in cylinders **850 lbs/sq"** Diameter of cylinders **240 mm** Length of stroke **400 mm** No. of cylinders **6** No. of cranks **6**
 Indicated Pressure **80 lbs/sq"** Span of bearings (i.e., distance between inner edges of bearings in y of a crank) **290 mm** Is there a bearing between each crank **Yes** Revolutions per minute { Maximum 413 Service 400
 Flywheel dia. **775 mm** Weight **610 mm** Moment of inertia of flywheel (kg.cm^2) **1170.45** Means of ignition **Comp.** Kind of fuel used **Heavy oil**
 Crankshaft, { Solid forged dia. of journals as per Rule **App. 19.8.54** as fitted **155 mm** Crank pin dia. **155 mm** Crank webs Mid. length breadth **265 mm** Thickness parallel to axis **---**
 { ~~Semi-forged~~ as fitted **155 mm** Mid. length thickness **75 mm** shrunk Thickness around eyehole **---**
 Propeller Shaft, diameter as per Rule **App. 19.8.54** as fitted **140/128 mm** Intermediate Shafts, diameter as per Rule **app. 6.7.54** as fitted **110 mm** Thrust Shaft, diameter at collars as per Rule **---**
 Main Shaft, diameter as per Rule **App. 6.7.54** as fitted **125/123 mm** Screw Shaft, diameter as per Rule **---** Is the **Screw** shaft fitted with a continuous liner { **App. 2.7.54** **Yes**
 Piston Liners, thickness in way of bushes as per Rule **App. 2.7.54** as fitted **11 mm** Thickness between bushes as per Rule **App. 2.7.54** as fitted **8.5 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 **Yes**
 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 fitted at the after end of stern tube **---**
 If so, state type **---** Length of bearing in Stern Bush next to and supporting propeller **570 mm**
 Propeller, dia. **1530 mm** Pitch **1200 mm** No. of blades **3** Material **Bronze** whether moveable **No** Total developed surface **0.796 sq. met.**
 Moment of inertia of propeller including entrained water (kg.m^2 or kg.cm^2) **351.39** Kind of damper, if fitted **---**
 Method of reversing Engines **Rev. Gear** Is a governor or other arrangement fitted to prevent racing of the engine **Yes** Means of lubrication **forced** Thickness of cylinder liners **17 mm** Are the cylinders fitted with safety valves **Yes** Are the exhaust pipes and silencers water cooled
 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 **---**
 Cooling Water Pumps, No. and how driven **2 D.A. on Engine** Working F.W. **Gen. P. in Supl**
1 D.A. 80x90mm Spare F.W. **Bilge P.P. Bilge P.P.** the sea suction provided with an efficient strainer which can be cleared within the vessel **14.4 m³/hr**
 Bilge Pumps worked from the Main Engines, No. and capacity **1 D.A. 80 dia. 90 str. 15T/hr and 1 G.S.P. 25T/hr** Can one be overhauled while the other is at work **Yes**
 Pumps connected to the Main Bilge Line { No. and capacity of each **1 G.S.P. 25 T/hr and 1 D.A. 15 T/hr**
 { How driven **Electr. Motor From Main Engine**
 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 **---**
 Ballast Pumps, No. and capacity **1-G.S.P. 25 T/hr** Power Driven Lubricating Oil Pumps, including spare pump, No. and size **1 Gear P. 8 m³/hr**
 Are two independent means arranged for circulating water through the Oil Cooler **Yes** Branch Bilge Suctions **---**
 No. and size:—In machinery spaces **1 x Ø 65 mm, 2 x Ø 50 mm** In pump room **---**
 Holds, &c. **1 x Ø 50 mm**
 Direct Bilge Suctions to the engine room bilges, No. and size **1 x Ø 70 mm**
 Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes **Yes** Are the bilge suction 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 **On robust steel boxes** Are they fitted with valves or cocks **with valves** Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates **Below platform doors** 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 **---**
 What pipes pass through the bunkers **Bilge and Ballast Pipes** How are they protected **Welded reinforced Joints**
 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 **No tunnel** 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. of stages **---** diameters **---** stroke **---** driven by **---**
 Auxiliary Air Compressors, No. **One** No. of stages **One** diameters **55 mm** stroke **170.5 mm** driven by **Levers**
 Small Auxiliary Air Compressors, No. **---** No. of stages **---** diameters **---** stroke **---** driven by **---**
 What provision is made for first charging the air receivers **Auxiliary Air Compressor**
 Satisfying Air Pumps or Blowers, No. **6 D.A.** How driven **Engine levers 170.5 mm stroke, 310 mm dia.**
 Have they been made under survey **Yes** Engine Nos. **381320 381171**
 Auxiliary Engines Makers name **Ruston & Hornsby -Crompton Parkins** Position of each in engine room **Stbd Port**
 Cert. **---** Report No. **C.20538** Not. **---**

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AIR RECEIVERS:—Have they been made under survey Yes State No. of report or certificate Genoa 99/3
State full details of safety devices Safety valves as per Rule
Can the internal surfaces of the receivers be examined and cleaned Yes Is a drain fitted at the lowest part of each receiver Yes
Injection Air Receivers, No. --- Cubic capacity of each --- Internal diameter --- thickness ---
Seamless, welded or riveted longitudinal joint --- Material --- Range of tensile strength --- Working pressure ---
Starting Air Receivers, No. Two Total cubic capacity 495 Lit. Internal diameter 410 mm thickness 9 mm
Seamless, welded or riveted longitudinal joint Seamless Material S.M.Steel Range of tensile strength 55/65 kg Test pr. Working pressure 80 40
IS A DONKEY BOILER FITTED --- If so, is a report now forwarded ---
Is the donkey boiler intended to be used for domestic purposes only Domestic only
PLANS. Are approved plans forwarded herewith for shafting Yes Receivers Winterthur Separate fuel tanks Yes
(If not, state date of approval) Yes Pumping arrangements in machinery space Yes
Donkey boilers --- General pumping arrangements Yes
Oil fuel burning arrangements ---
Have Torsional Vibration characteristics been approved Yes Date and particulars of approval 19.8.1954
SPARE GEAR.
Has the spare gear required by the Rules been supplied Yes State if for "short voyages" only Yes
State the principal additional spare gear supplied ---

The foregoing is a correct description, Prodegradiliste "SPLIT"
SPLIT Manufacturer.

Dates of Survey while building
During progress of work in shops - - See Winterthur Rpt.
During erection on board vessel - - 27.1.1955 - 18.5.1955
Total No. of visits Winterthur: 20
Split: 21
Dates of examination of principal parts—Cylinders Winterthur Covers --- Pistons --- Rods --- Connecting rods ---
Crank shaft --- Flywheel shaft Report Thrust shaft --- Intermediate shafts 4.4.55 Tube shaft 27.1.55
Screw shaft --- Propeller 27.1.55 Stern tube 27.1.55 Engine seatings 30.10.54 Engine holding down bolts 4.4.55
Completion of fitting sea connections 30.10.54 Completion of pumping arrangements 16.5.55 Engines tried under working conditions 16.5.55
Crank shaft, material Winterthur Identification mark --- Flywheel shaft, material --- Identification mark LLOYD'S 621 GM
Thrust shaft, material Report Identification mark --- Intermediate shafts, material S.M.Steel Identification marks 30.10.55
Tube shaft, material S.M.Steel Identification mark LLOYD'S 607 Screw shaft, material --- Identification mark ---
Identification marks on air receivers 250 Lit. 2-7009 245 Lit. 2-7009
GM Dalmine 10.12.51 GM Dalimne 10.12.51
Welded receivers, state Makers' Name ---
Is the flash point of the oil to be used over 150°F Yes
Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with Yes
Full description of fire extinguishing apparatus fitted in machinery spaces 3 - Foam Exting. 10 Lit. each; 1 - Tetra Ext. 6 Lit
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with ---
What is the special notation desired ---
If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with ---
Is this machinery duplicate of a previous case --- If so, state name of vessel ---

General Remarks (State quality of workmanship, opinions as to class, Speed restrictions, &c.) The machinery of this vessel has been efficiently installed on board the ship in accordance with the Rules, approved plans and requirements of Secretary's letters. The material and workmanship are good. On completion, the installation has been tried under full working condition at sea with satisfactory results.
The machinery is, in my opinion, eligible to be classed in the Society's Register Book with record + LMC 5,55 (Oil Engines) and Tail Shaft (CL)

The amount of Entry Fee ... £ : :
Special ... Rue ... £ 29,400 : :
Donkey Boiler Fee... £ : :
Travelling Expenses (if any) £ : :
When applied for 19
When received 19

(Committee's Minute)

Assigned + LMC 5.55

Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation