

Date of writing report 10th May, 1962

Received London

Port GENOA

No. 27004

Survey held at TURIN

No. of visits 35

First date 5/9/1961

Last date 17/4/1962

FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

No. in R.B. 92140 Name YARD 176 BRODOGRADILISTE, SPLIT WIENIAWSKI Gross tons 7099
 Owners POLISH-OCEAN LINES Managers - Port of Registry GYONIA
 Hull built at SPLIT By MESSRS. BRODOGRADILISTE SPLIT Yard No. 176 Year 1962 Month 12
 Main Engines made at TURIN By MESSRS. FIAT S.G.M. Eng. No. 4486 When 1962-4
 Gearing made at - By - Gear No. - When -
 Aux./donkey boilers made at ZAGREB KIEL By TVORNICA PARNIH KOTLOVA 2908 When 1962-60
 Machinery installed at SPLIT By BRODOGRADILISTE "SPLIT" SPLIT When 1962-12

Particulars of restricted service of ship, if limited for classification

Particulars of vegetable or similar cargo oil notation, if required

If ship is to be classed for navigation in ice, state whether Class 1, 2 or 3 yes Is ship an oil tanker? -
 Is refrigerating machinery fitted? - If so, is it for cargo purposes? - Type of refrigerant -
 Is the refrigerating machinery compartment isolated from the propelling machinery space? - Is the refrigerated cargo installation intended to be classed? -

The following particulars should be given as fully and as clearly as possible. Where the answer is "No" or "None", say so! Ticks and other signs of doubtful meaning are not to be used. Where the wording is not applicable to the installation, a black line should be inserted. If the main engines have been constructed at another port and are covered by a separate report, the particulars given in that report need not be repeated below, but all other relevant particulars must be given and the port and report number should be stated.

No. of main engines one No. of propellers one Brief description of propulsion system one direct reversing oil engine directly coupled to the intermediate and screwshaft
 MAIN RECIPROCATING ENGINES. Licence Name and Type No. FIAT airless injection type C756S superchargers

No. of cylinders per engine 6 Dia. of cylinders 750mm. stroke(s) 1320mm. 2 or 4 stroke cycle 2 Single or double acting single
 Maximum BHP per engine approved for this installation 6000 at 125 RPM of engine and 125 RPM of propeller.
 Corresponding MIP 7.3Kg/cm² (For DA engines give MIP top & bottom) Maximum cylinder pressure 65Kg/cm² Machinery numeral 1200
 Are the cylinders arranged in Vee or other special formation? in one vertical line If so, number of crankshafts per engine -

TWO STROKE ENGINES. Is the engine of opposed piston type? no If so, how are upper pistons connected to crankshaft? -
 Is the exhaust discharged through ports in the cylinders or through valve(s) in the cylinder covers? through ports No. and type of mechanically driven scavenge pumps or blowers per engine and how driven 6 reciprocating type pumps driven by main engine crossheads

No. of exhaust gas driven scavenge blowers per engine 2 Where exhaust gas driven blowers only are fitted, can the engine operate with one blower out of action? -
 If a stand-by or emergency pump or blower is fitted, state how driven none No. of scavenging air coolers 3 Scavenge air pressure at full power 0.600Kg/cm² Are scavenge manifold explosion relief valves fitted? yes

TWO AND FOUR STROKE ENGINES. Is the engine supercharged? yes Are the undersides of the pistons arranged as supercharge pumps? no No. of exhaust gas driven blowers per engine 2 No. of supercharge air coolers per engine 2 Supercharge air pressure 0.600Kg/cm² Can engine operate without supercharger? yes
 No. of valves per cylinder: Fuel one Inlet none Exhaust none Starting one Safety one

Material of cylinder covers SM cast steel Material of piston crowns SM cast steel Is the engine equipped to operate on heavy fuel oil? yes

Cooling medium for: Cylinders F.W. Pistons lub.oil Fuel valves FW Overall diameter of piston rod for double acting engines -

Is the rod fitted with a sleeve? - Is welded construction employed for: Bedplate? no Frames? no Entablature? no Is the crankcase separated from the underside of pistons? yes Is the engine of crosshead or trunk piston type crosshead Total internal volume of crankcase 78.5m³ No. and total area of explosion relief devices 6-10290cm² Are flame guards or traps fitted to relief devices? yes Is the crankcase readily accessible? yes If not, must the engine be removed for overhaul of bearings, etc? - Is the engine secured directly to the tank top or to a built-up seating? - How is the engine started? by compressed air

Can the engine be reversed? yes If not, how is reversing obtained? -

Has the engine been tested working in the shop? yes How long at full power? 3hrs. at 6000B.H.P.-125R.P.M. and 1hr. at 7200B.H.P.-133R.P.M.

CRANK & FLYWHEEL SHAFTING. Date of approval of torsional vibration characteristics of the propelling machinery system 16/8/61 State barred speed range(s), if imposed 474
 for working propeller 70-82R.P.M. For spare propeller - Is a governor fitted? yes Is a torsional vibration damper or detuner fitted to the shafting? no

Where positioned? - Type - No. of main bearings 7 Are main bearings of ball or roller

type? no Distance between inner edges of bearings in way of crank(s) 968mm. Distance between centre lines of side cranks or eccentrics of opposed piston engines -

Crankshaft type: Built, semi-built, solid. (State which) semi-built

Diameter of journals 550mm. Diameter of crankpins 550mm. Breadth of webs at mid-throw 1060mm. Axial thickness of webs 318mm.

If shrunk, radial thickness around eyeholes 252.5mm. Are dowel pins fitted? no Crankshaft material: Journals S.M. forged steel Approved 50-60Kg/mm²

Webbs S.M. cast steel Tensile strength 50-60Kg/mm²

Diameter of flywheel 2646mm. Weight 5450kg. Are balance weights fitted? no Total weight - Radius of gyration -

Diameter of flywheel shaft see thrust Material - Minimum approved tensile strength -

Flywheel shaft: separate, integral with crankshaft, integral with thrustshaft. (State which) integral with thrustshaft

GENERAL REMARKS

State if the machinery has been constructed and/or installed under special survey in accordance with the Rules, approved plans and Secretary's letters. State quality of materials and workmanship and recommendations for classification, including any special notation to be assigned. Where existing machinery is submitted for classification the circumstances should be explained as fully as possible.

The main engine of this vessel has been constructed under Special Survey of tested materials and in accordance with the approved plans, Secretary's letters and Rules Requirements.

The material and workmanship are good.

This main oil engine has been tried under working conditions on a test bed at full power and found satisfactory.

The torsional vibration characteristics of the complete propelling machinery system has been approved at a service speed of 125 R.P.M.

When the main engine has been fitted on board the vessel and the complete machinery installation tried at full power to the satisfaction of the Society's Surveyors, the machinery will be eligible to be classified in the Society's Register Book with the notation: +LMC(with date): "OIL ENGINE".

The engine is not to be operated continuously between 70 & 82 R.P.M.

R. Elliott

(R. Elliott)
Engineer Surveyor to Lloyd's Register of Shipping

PARTICULARS OF IDENTIFICATION MARKS ((Including Port of origin) of important Forgings and Castings. (Copies of certificates should be forwarded with report.)

Connecting rods LLOYD'S GEN. 4711, 4713, 4741, 4742, P. 4712, 4375. R.E. 19/1/62.
Piston rods LLOYD'S GEN. P. 147, 148, 155, 177, 178, 179. R.E. 12/1/62.
CRANKSHAFT ~~OR MOTOR SHAFT~~ LLOYD'S GEN. S. 3807A. G.M. 28/10/61.
FLYWHEEL SHAFT } LLOYD'S GEN. SS 9469 R.E. 14/11/61 - thrust collar 4722 R.E. 14/11/61. ✓
THRUST SHAFT }
GEARING -
INTERMEDIATE SHAFTS -
SCREW AND TUBE SHAFTS -
PROPELLERS -
OTHER IMPORTANT ITEMS exhaust gas driven scavenge blowers. Genoa Certificate No. M. 5914. ✓

Is the installation a duplicate of a previous case? yes If so, state name of vessel SZYMANOSKI (Yard No. 168)

Date of approval of plans for crankshaft 22/8/56 Straight shafting - Gearing - Clutch -
Separate oil fuel tanks - Pumping arrangements - Oil fuel arrangements -
Cargo oil pumping arrangements - Air receivers - Aux./donkey boilers -

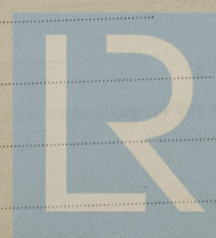
Dates of examination of principal parts:-
Fitting of stern tube - Fitting of propeller - Completion of sea connections - Alignment of crankshaft in main bearings -
Engine chocks & bolts - Alignment of gearing - Alignment of straight shafting - Testing of pumping arrangements -
Oil fuel lines - Donkey boiler supports - Steering machinery - Windlass -

FRIDAY 14 JUN 1963
Date of Committee
Decision Suspl 2390

Special Survey Fee DURING CON
Lit. 7187

Expenses Lit. 112.8
REV. TAX Lit. 27.4

Date when A/c rendered 5/6/5



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