

REPORT ON OIL ENGINE MACHINERY.

No. 1872

Received at London Office 31 MAY 1955

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 **Single** Screw vessel **" O H R I D "** 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
 Mainkey 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**

MAIN 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**
 Mean Indicated Pressure **80 lbs/sq"** Span of bearings (i.e., distance between inner edges of bearings in
 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 (~~xxxx~~ Kg.cm.²) **1170.45** Means of ignition **Comp.** Kind of fuel used **Heavy oil**

Crank shaft, dia. of journals **155 mm** as per Rule **App. 19.8.54** Crank pin dia. **155 mm** Crank webs Mid. length breadth **265 mm** Thickness parallel to axis ---
 as fitted **155 mm** Mid. length thickness **75 mm** shrunk Thickness around eyehole ---
 Flywheel Shaft, diameter as per Rule **App. 19.8.54** Intermediate Shafts, diameter as per Rule **app. 6.7.54** Thrust Shaft, diameter at collars as per Rule ---
 as fitted **140/128 mm** as fitted **110 mm** as fitted ---
 Propeller Shaft, diameter as per Rule **App. 6.7.54** Screw Shaft, diameter as per Rule --- Is the **Screw** shaft fitted with a continuous liner { **App. 2.7.54**
 as fitted **125/123 mm** as fitted --- as fitted --- **Yes**

Bronze Liners, thickness in way of bushes as per Rule **App. 2.7.54** Thickness between bushes as per Rule **App. 2.7.54** Is the after end of the liner made watertight in the
 as fitted **11 mm** as fitted **8.5 mm** **Yes**
 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**
 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-
 rosive --- 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 (~~xxxx~~ m² 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**
 Spare F.W. **1 D.A. 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
 efficiently 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** it fitted with a watertight door --- worked from ---
 On 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**
 Balancing Air Pumps or Blowers, No. **6 D.A.** How driven **Engine levers 170.5 mm stroke, 310 mm dia.**
 Auxiliary Engines Have they been made under survey **Yes** Engine Nos. **381320 381171**
 Makers name **Ruston & Hornsby -Crompton Parkins** Position of each in engine room **Stbd Port**
 Cert. **Exp. No. C.20538** Not.

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 009924-009933-0135

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. ---
 Donkey boilers. --- General pumping arrangements. Yes Pumping arrangements in machinery space. 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, Prodegradilisto "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. Report Flywheel shaft. Report Thrust shaft. --- Intermediate shafts. 4.4.55 Tube shaft. 27.1.55
 Screw shaft. 27.1.55 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 521 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 GM 13.11.54 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 ... Ric ... £ 29,400 : :
 Donkey Boiler Fee... £ : :
 Travelling Expenses (if any) £ : :
 Committee's Minute
 Assigned + LMC 5.55
OG.

Engineer Surveyor to Lloyd's Register of Shipping
 Signature: G. M. ...



Certificate (if required) to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.