

MACHINERY

S.S. "HRVATSKA"

H.G.L. Pilditch,
SPLIT, April, 1941

MACHINERY

ALTERATIONS & REPAIRS.

Main engines removed from ship and completely dismantled. Existing condenser scrapped and new C.I. box girder made and fitted to engine frame. 3 C.I. columns made and fitted to cylinder, and landing on new box girder. Engine crank shaft, bearings, pistons, rods, valves and valve gear and brasses, guides, pump levers, links, bearings overhauled, renewed where necessary and fitted in place to suit new arrangement. Air, bilge and feed pump C.I. chest renewed and attached to new box girder. Liners, buckets, rams, valves and chests refitted or renewed where necessary. A new independent circulating pump impeller and casing made (C.I.) and fitted to a reconditioned engine. A new condenser of steel plate, riveted and welded, with new bronze tube plates and existing tubes cut down fitted. Auxiliary & ballast feed pump thoroughly overhauled. Forced draught fan and engine overhauled and placed in position to suit new arrangement (with new air tubes). Dynamo and all electric wiring made good. A reconditioned steering engine placed in position on platform provided in E.R. (aft bulkhead at entrance to engine room), chain leads etc. altered to suit new arrangement. All pipes, bilge & ballast, valves, scum boxes etc. of pumping arrangements refitted in place, after having tested and overhauled.

The existing water tube boiler and upright donkey boiler removed from vessel, and ex port boiler of the S.S. "KARADJORDJE fitted after repairs. The following repairs were effected:

REPAIRS:

All mountings renewed (see separate report). Uptakes and forced draught air pipes renewed. Steam, feed, blow down and scum pipes altered to suit new arrangement and tested prior to fitting. Safety valves adjusted to 180 lbs pressure and accumulation test carried out. The intermediate shaft diam. is 199 m/m and it has been calculated that this boiler pressure is suitable for this size of shafting. Boiler suitably lagged.



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