

Date of writing report 7.4.64. Received London 19 MAY 1964 Port Rijeka No. 2055
Survey held at Pula No. of visits 44 In shops 11.4.63. On vessel Last date 12.3.64.

FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

No. in R.B. Name Gross tons
Owners Managers Port of Registry Year Month
Hull built at Trogir By "Jozo Lozovina-Mosor" Yard No. 137 When
Main Engines made at Pula By Brod. "Uljanik" Eng. No. 071 When 64 3

Particulars of restricted service of ship, if limited for classification
Particulars of vegetable or similar cargo oil notation, if required
Is ship to be classed for navigation in ice? Is ship intended to carry petroleum in bulk?
Is refrigerating machinery fitted? If so, is it for cargo purposes? Type of refrigerant

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.

No. of main engines 1 No. of propellers 1 Brief description of propulsion system Diesel Engine direct drive

MAIN RECIPROCATING ENGINES. Licence Name and Type No. Burmeister & Wain, 550-VT2BF-110

No. of cylinders per engine 5 Dia. of cylinders 500mm stroke 1100mm 2 stroke cycle 2 Single or double acting single

Maximum approved BHP per engine 3500 at 170 RPM of engine and RPM of propeller.

Corresponding MIP 9,5kg/cm2 (For DA engines give MIP top & bottom) Maximum cylinder pressure 65kg/cm2 Machinery numeral 700

Are the cylinders arranged in Vee or other special formation? No 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 valve No. and type of mechanically driven scavenge pumps or blowers per engine and how driven none

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? yes

If a stand-by or emergency pump or blower is fitted, state how driven No. of scavenge air coolers 2 Scavenge air pressure at full power 750cm H.W. Are scavenge manifold explosion relief valves fitted? yes

FOUR STROKE ENGINES. Is the engine supercharged? Are the undersides of the pistons arranged as supercharge pumps? No. of exhaust gas driven blowers per engine

Two & four stroke engines-general. No. of valves per cylinder: Fuel 2 Inlet Exhaust 1 Starting 1 Safety 1

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

Cooling medium for cylinders fresh water Pistons lub.oil Fuel valves fuel oil Overall diameter of piston rod for double acting engines

Is the rod fitted with a sleeve? Is welded construction employed for: Bedplate? yes Frames? yes Entablature? yes Is the crankcase separated from the underside of pistons? yes

Is the engine of crosshead or trunk piston type? yes Total internal volume of crankcase 36,05m3 No. and total area of explosion relief devices 6=2178cm2 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? compressed air

Is the engine secured directly to the tank top or to a built-up seating? How is the engine started? compressed air

Can the engine be directly reversed? yes If not, how is reversing obtained? Has the engine been tested working in the shop? yes How long at full power? Six hours (28th December, 1963)

CRANK & FLYWHEEL SHAFTING. Date of approval of torsional vibration characteristics of the propelling machinery system 22.7.63. State barred speed range(s), if imposed for working propeller 92-109 RPM For spare propeller 92-109 RPM Is a governor fitted? yes Is a torsional vibration damper or detuner fitted to the shafting? 568C

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) 674mm Distance between centre lines of side cranks or eccentrics of opposed piston engines

Crankshaft type: Built, semi-built, solid. (State which) built Diameter of journals 420mm Diameter of crankpins 420mm central hole Breadth of webs at mid-geared open hearth 950mm Axial thickness of webs 196/212mm

If shrunk, radial thickness around eyeholes 235mm Are dowel pins fitted? no Crankshaft material Journals cast open hearth Pins 0,20% carbon steel Minimum 44 kg/mm2 Approved 44 kg/mm2 Tensile strength 44kg/mm2

Diameter of flywheel 1985mm Weight 3200kgs Are balance weights fitted? No Total weight Radius of gyration

Diameter of flywheel shaft 400mm Material forged open hearth Minimum approved tensile strength 44kg/mm2 integral with thrustshaft. Flywheel shaft: separate, integral with crankshaft, integral with thrustshaft. (State which) 0/2124-0/2128-0088/2

PLEASE RETURN THIS REPORT WITH YOUR FIRST ENTRY.



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 give 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.

This Main Engine, intended for a ship classed with the Society's has been constructed under special Survey of tested materials in accordance with the Society's Rules, Approved plans and Secretary's letters.

The materials and workmanship are good.

The Engine has been tested at the Builders Works under full load conditions with satisfactory results.

The Engine has been opened up, examined and found to be good. The Engine is now packed for dispatch to Shipyard Trogir.

engine not being operated continuously between 92-109 r.p.m. notice board & tachometer to be marked accordingly

J. M. Skrobica

Engine 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.)

Piston Rka. 11816 & 17. Rka. 11990/1, 2, 3  
 RODS MF. 24.11.62. MF. 21.12.62.  
 Con. Rka. 11811-15.  
 rods: MF. 24.11.62. Cpn. 1983A  
 CRANKSHAFT OR ROTOR SHAFT VL. 9.5.63.  
~~FLYWHEEL SHAFT~~  
 Got. 1872  
 THRUSTSHAFT LE. 2.4.63. Cpn. VL. 9.5.63.  
~~GEARING~~  
 INTERMEDIATE SHAFTS  
 SCREW AND TUBE SHAFTS  
 PROPELLERS Cyl. Rka. 11951 Rka. 10961 Rka. 12000/1, 2, 3  
 covers; MF. 8.12.62; MF. 6.6.62; MF. 3.4.63.  
 OTHER IMPORTANT ITEMS Rka. 11036/1, 2, 3; 4, 5  
 Crossheads MF. 8.6.62.  
 Piston Rka. 11516-20. Spare: Rka. 11836/2  
 crowns: MF. 12.10.62. MF. 28.11.62.  
 Camshafts: Rka. 11794 Rka. 11989  
 MF. 23.11.62; MF. 21.12.62; Turbo blowers: WIN. C. 15374 & 5; C. 15388-Air coolers

Is the installation a duplicate of a previous case?  Yes  No  
 If so, state name of vessel: Nos. of Engine: 061/2/3

Date of approval of plans for crankshaft 26.7.62. Straight shafting Gearing Clutch

Separate oil fuel tanks Pumping arrangements Oil fuel arrangements

Cargo oil pumping arrangements Air receivers 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

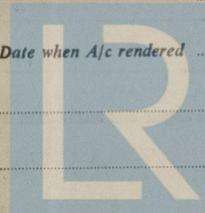
Date of Committee FRIDAY 28 MAY 1965 Special Survey Fee £197-14 + 415.170.-din. 26.5.64

Decision See Rep. 1. Wel. Const. £10-0 + 21.000.-din.

Trav. Expenses 35.300.-din.  
 Late Att. 13.800.-din.

Date when A/c rendered

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