

LLOYD'S REGISTER OF SHIPPING

S.


 BELONGS TO
 REPORT No.

61231

Port SUNDERLAND

8th June, 1965.

This is to Certify that

R.W. SKINNER

the undersigned Surveyor to this Society did at the request of Messrs. Wm. Doxford & Sons(Engineers)Ltd., attend their Works at Pallion, Sunderland, on the 1st April, 1965, and subsequent dates, for the purpose of examining, in course of reconditioning and part rebuilding, the 60 L.B.3., type Crankshaft from the M.S. "ALTIS"; under Doxford Job No.R1721/65.

The Shaft was delivered to these works, minus the combined thrust shaft component, this having been previously burned through at No.3 aft side pin.

The Shaft was thoroughly cleaned, shrinks whitewashed, then placed in lathe and turned freely for several hours, to prove soundness of shrinks. Using the di-penetrant method the Shaft was crack detected in way of component fillets and found satisfactory, excepting the 120° journal component between Nos.1 & 2 cylinders which had previously been found defective.

Subsequently the 120° journal component between Nos. 1 & 2 cylinders, was removed by burning through side pins, and pin end stumps drilled and removed from main webs. Also No.3 aft side pin end stump similarly removed from main web. The shrink holes in No.1 aft, No.2 forward, and No.3 aft, main webs were carefully rebored for shrinking in of new components.

A new 120° journal component and a new combined thrust component were machined as necessary and shrunk into remaining sections of shaft. The part rebuilt Shaft was then placed in the lathe, set and journals machined to a common diameter of 447 m.m., and the new thrust component otherwise finished to drawing dimensions. The fore end coupling was machined across face to make true and to remove pitting, approximately 0.5 m.m. being removed.

The Crankshaft was then placed on surface table and the side and centre pins corrected for alignment and ovality by hand filing, and each afterwards machine honed and highly finished to common diameter of 449 m.m. Each main journal lapped and polished to high finish.

On completion of all the above the Crankshaft was carefully examined, gauged and checked for alignments of pins and journals, and all found satisfactory.

For purpose of identification the Crankshaft and new components, have been stamped as follows:-

CRANKSHAFT (aftermost main web) -

RECONDITIONED

LLOYD'S SLD.R.W.S.13/5/65.

Cont'd...

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

COMBINED THRUST COMPONENT

- LLOYD'S ROT.No.161.AV.
17.3.65.
SLD. R.W.S.
13.5.65.

NO.2 JOURNAL COMPONENT

- LLOYD'S MDB.1536-E.B.-144832.
22.1.58.
SLD. R.W.S.
13.5.65.

Whinter for R.W. Skinner.

SURVEYOR TO LLOYD'S REGISTER

FEE:£25. 0. 0.



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Lloyd's Register
Foundation

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