

Rpt. 4b

Date of writing report 9th May 1960 Received London Port Le Havre No. 10167
 Survey held at Le Havre No. of visits In shops 54 29th January 59 11th March 1960
 On vessel - First date - Last date -

FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

No. in R.B. Name "LA ESTANCIA" Gross tons
 Owners Buries Markes Ltd LONDON Managers Port of Registry LONDON
 Hull built at LA SEYNE By FORGES ET CHANTIERS DE LA Year Month
 MEDITERRANEE Yard No. 1340 When
 Main Engines made at Le Havre By - do - Eng. No. 300 When 1959/1960
 Gearing made at - By -
 Donkey boilers made at - By - Blr. Nos. - When -
 Machinery installed at - By - When -

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 -
 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 report need not be repeated below, but the port and report number should be stated.

No. of main engines 1 No. of propellers 1 Brief description of propulsion system Direct Reversing Diesel
 MAIN RECIPROCATING ENGINES. Licence Name and Type No. GOTAVERKEN 630-1300 VGS 7 U
 No. of cylinders per engine 7 Dia. of cylinders 630mm. stroke(s) 1300mm. 2 or 4 stroke cycle 2 Stroke Single or double acting Single
 Maximum approved BHP per engine 5880 at 125 RPM of engine and 125 RPM of propeller.
 Corresponding MIP 8.80 K/cm² (For DA engines give MIP top & bottom) Maximum cylinder pressure 56 K/cm² Machinery numeral 1176 1160
 Are the cylinders arranged in Vee or other special formation? no If so, number of crankshafts per engine -

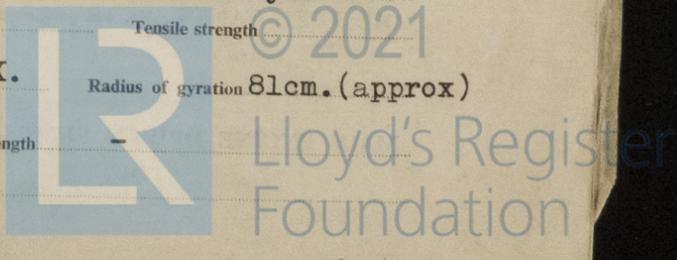
TWO STROKE ENGINES. Is the engine of opposed piston type? no If so, how are upper pistons connected to crankshaft? -
 Is the exhaust discharged through ports in the cylinders or through valve(s) in the cylinder cover? Valve in Cylinder Cover and type of mechanically driven scavenge pumps or blowers per engine and how driven 14 Scavenge pumps, engine driven, 2 per Cylinder.
 No. of exhaust gas driven scavenge blowers per engine 1-Napier 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 1 Scavenge air pressure at full power - Are scavenge manifold explosion relief valves fitted? -

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 - No. of supercharge air coolers per engine - Supercharge air pressure - Can engine operate without supercharger? -

TWO & FOUR STROKE ENGINES-GENERAL. No. of valves per cylinder: Fuel 2 Inlet 0 Exhaust 1 - Starting 1 Safety 1
 Material of cylinder covers Cast Iron Material of piston crowns Steel Is the engine equipped to operate on heavy fuel oil? yes
 Cooling medium for :-Cylinders Water Pistons oil Fuel valves Diesel oil and water Overall diameter of piston rod for double acting engines -
 Is the rod fitted with a sleeve? no 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 crosshead total internal volume of crankcase 56 m³ No. and total area of explosion relief devices 7 X 5600m² 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? built up seating 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? 8 hours

CRANK & FLYWHEEL SHAFTING. Date of approval of torsional vibration characteristics of the propelling machinery system - State barred speed range(s), if imposed for working propeller - 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 9 Are main bearings of ball or roller type? no Distance between inner edges of bearings in way of crank(s) - Distance between centre lines of side cranks or eccentrics of opposed piston engines -

Crankshaft type: Built, semi-built, solid. (State which) Semi built (GOTAVERKEN)
 Diameter of journals 460mm. Diameter of crankpins Centre 460mm. Side - Breadth of webs at mid-throw 800mm. Axial thickness of webs 280mm.
 Pins Minimum -
 Shrunk, radial thickness around eyeholes 205mm. Are dowel pins fitted? no Crankshaft material Journals Steel Approved yes Webs " Tensile strength -
 Diameter of flywheel 2050 Weight 9800 K. Are balance weights fitted? No Total weight 9800 K. Radius of gyration 81cm. (approx)
 Diameter of flywheel shaft 460 Material Cast Iron Minimum approved tensile strength -
 Flywheel shaft: separate, integral with crankshaft, integral with thrustshaft. (State which) Integral with thrust



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 Engine has been constructed under Special Survey in accordance with the Rules, Approved plans and the Secretary's letters.

The quality of the materials and the workmanship are to the highest Standards and in view of the successful results obtained during test bed trials it is submitted that this machinery is eligible to be assigned the Classification " + LMC."

Resilio S. Simons

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.)

RODS Piston Rods. Par 600/ Certificate N° 1230 - Par - 28/5/59 Crosshead-Par 590-Cert. N° 1210- Par- 11/5/59
 Connecting Rods Par 617-Certificate N° 1264-Par-2/7/59

CRANKSHAFT OR ROTORSHAFT. GOTHENBURG- MOTALA - N° 2061 -

FLYWHEEL SHAFT " "

THRUSTSHAFT " "

GEARING

INTERMEDIATE SHAFTS

SCREW AND TUBE SHAFTS

PROPELLERS

OTHER IMPORTANT ITEMS Pistons VLN - Certificate N° VLN 2457/2473 - 22/4/59

Is the installation a duplicate of a previous case? Standard GOTAVERKEN 630/1300 -V.G.S. 7.U. If so, state name of vessel -

Date of approval of plans for crankshaft 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 crank shaft 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 - 7 OCT 1960 Special Survey Fee NF 3596,00

Decision See Rpt. 1.

Expenses NF 840,00



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