

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
MEDITERRANEE

Yard No. 1340

Year Month

Main Engines made at Le Havre

By - do -

Eng. No. 300

When

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

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? 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.

Breadth of webs at mid-throw 800mm.

Axial thickness of webs 280mm.

Pins

Minimum

shrunken, 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

0255

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."

Resisto S Sims

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-

Connecting Rods Par 617-Certificate N° 1264-Par-2/7/59

Par- 11/5/59

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 GOTTAVERKEN 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

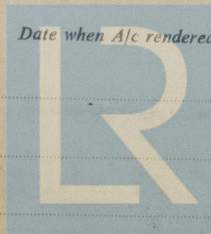
Decision

See Rpt. 1.

Expenses

NF 840,00

Date when A/c rendered



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