

Rpt. 4b

Date of writing report 9/10/56.

Received London

13 OCT 1956

Port

HULL.

No.

62532.

Survey held at

HULL.

No. of visits

In shops

On vessel

8.

First date

6/2/56.

Last date

27/9/56.

FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

No. in R.B. 90483 Name "ESSO SALTEND" Gross tons 170.46
Owners Esso Petroleum Co.Ltd. Managers - Port of Registry Hull.
Hull built at Thorne. By Richard Dunston, Ltd. Yard No. T.916. Year 1956
Main Engines made at Stamford, Lincs. By Blackstone & Co.Ltd. Eng. No. M.67364. When 1956
Gearing made at Slough. By Modern Wheel Drive, Ltd.
Donkey boilers made at - By - Blr. Nos. - When -
Machinery installed at Thorne. By Richard Dunston, Ltd. When 1956.
Particulars of restricted service of ship, if limited for classification for service on the Humber and the Trent & Aire & Calder Canals.

Particulars of vegetable or similar cargo oil notation, if required

Is ship to be classed for navigation in ice? No. Is ship intended to carry petroleum in bulk? Yes.

Is refrigerating machinery fitted? No. 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 wording is not applicable to the installation, a black line may be inserted. If the main engines have been constructed at another port and are covered by a separate report, the particulars given in that report need not be repeated below, but the port and report number should be stated.

No. of main engines One No. of propellers One Brief description of propulsion system Diesel driving through 2:1 Reverse Reduction Gearing.

MAIN RECIPROCATING ENGINES. Licence Name and Type No. Blackstone EVMGR.4 Heavy oil.

No. of cylinders per engine 4 Dia. of cylinders 8 3/4" stroke(s) 11 1/2" 2 or 4 stroke cycle 4 Single or double acting Single.

Maximum approved BHP per engine 180 at 600 RPM of engine and 308.5 RPM of propeller.

Corresponding MIP (For DA engines give MIP top & bottom) Maximum cylinder pressure 800 lb/sq.in. Machinery numeral 36

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? 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? No. and type of mechanically driven scavenge pumps or blowers per engine and how driven

No. of exhaust gas driven scavenge blowers per engine Where exhaust gas driven blowers only are fitted, can the engine operate with one blower out of action?

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

FOUR STROKE ENGINES. Is the engine supercharged? No. Are the undersides of the pistons arranged as supercharge pumps? No. No. of exhaust gas driven blowers per engine None No. of supercharge air coolers per engine None Supercharge air pressure Can engine operate without supercharger?

TWO & FOUR STROKE ENGINES--GENERAL. No. of valves per cylinder: Fuel Inlet Exhaust Starting Safety

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

Cooling medium for :-Cylinders Pistons Fuel valves Overall diameter of piston rod for double acting engines

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

underside of pistons? Is the engine of crosshead or trunk piston type? Total internal volume of crankcase No. and total area of explosion relief

devices 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? Build up seating. How is the engine started? Compressed air.

Can the engine be directly reversed? No. If not, how is reversing obtained? Reverse Reduction Gear.

Has the engine been tested working in the shop? How long at full power?

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 None For spare propeller None Is a governor fitted? Yes Is a torsional vibration damper or detuner fitted to the shafting? Yes.

Where positioned Between engine flywheel and Reversing gear pinion Type Combined flexible coupling & Nodal Torsional Vibration damper. No. of main bearings Are main bearings of ball or roller

type? 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)

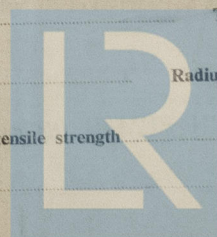
Diameter of journals Diameter of crankpins Centre Breadth of webs at mid-throw Axial thickness of webs

If shrunk, radial thickness around eyeholes Are dowl pins fitted Pins Minimum

Diameter of flywheel Weight Are balance weights fitted? Total weight Tensile strength

Diameter of flywheel shaft Material Minimum approved tensile strength

Flywheel shaft: separate, integral with crankshaft, integral with thrustshaft. (State which)



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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.

The Machinery has now been efficiently installed in the vessel in accordance with the Rules, approved plans and Secretary's letters, tried under full power working conditions and found satisfactory.

The Machinery is eligible in our opinion to be classed in the Register Book with record ***LMC 9,56** and Notation of TSOG 9,56 "Oil Engines".

J. I. Holden *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

CRANKSHAFT OR ROTORSHAFT

FLYWHEEL SHAFT

THRUSTSHAFT

GEARING

Please see London Rpt. 10 M.W.D. No. 1453.

INTERMEDIATE SHAFTS FCL. L. 1619/1A. Lloyd's 13/3/56 Liv. A.S.C.

SCREW ~~XXXXXX~~ SHAFTS FCL. L. 1619 Lloyd's 6/3/56 Liv. A.S.C.

PROPELLERS Lloyd's No. P. 77209 IPS. R.P. 22/12/55.

OTHER IMPORTANT ITEMS Sterntube Lloyd's test 19/3/56.

Is the installation a duplicate of a previous case? Yes.

If so, state name of vessel "Esso Leeds" and "Esso Nottingham".

Date of approval of plans for crankshaft - Straight shafting 7/10/55. Gearing - Clutch -

Separate oil fuel tanks 12/11/55. Pumping arrangements 11/10/55. Oil fuel arrangements 11/10/55.

Cargo oil pumping arrangements 19/12/55. Air receivers - Donkey boilers -

Dates of examination of principal parts:-

Fitting of stern tube 15/6/56. Fitting of propeller 15/6/56. Completion of sea connections 15/6/56. Alignment of crank shaft in main bearings 29/8/56.

Engine chocks & bolts 29/8/56. Alignment of gearing 29/8/56. Alignment of straight shafting 29/8/56. Testing of pumping arrangements 19/9/56.

Oil fuel lines - ~~XXXXXX~~ Steering machinery 27/9/56 (Hand) Windlass 27/9/56 (Hand).

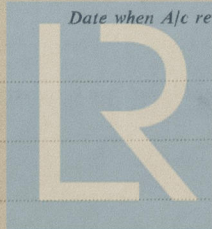
Date of Committee TUESDAY 13 NOV 1956 Installation Special Survey Fee £20.

Decision ***LMC 9,56**

Expenses

£4-11-5a.

Date when A/c rendered



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