

Rpt. 4b

10 OCT 1963

Date of writing report 19.9.63 Received London Port H A M B U R G No. 12 981
Survey held at Elmshorn No. of visits In shops 7 First date 18.6.63 Last date 19.8.63
On vessel

FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

No. in R.B. Name " I W T A S I T A L A K H Y A " Gross tons

Owners Managers Port of Registry Narayanganj

Built at Elmshorn By Messrs. Kremer Sohn Yard No. 1101 Year 63 Month 8

Main Engines made at Köln By Messrs. Deutz A.G. s. 3529667/74 When 63 3

Bearing made at Hameln By Eisenwerke Reintjes GmbH. s. 131-30548 Gear No. p. 131-30549 When

Auxiliary/donkey boilers made at By Blr. Nos. When

Machinery installed at Elmshorn By Messrs. Kremer Sohn When 63 8

Particulars of restricted service of ship, if limited for classification For River and Estuary Service

Particulars of vegetable or similar cargo oil notation, if required

Ship is to be classed for navigation in ice, state whether Class 1, 2 or 3 Is ship an oil tanker?

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
ording is not applicable to the installation, a black line should be inserted. If the main engines have been constructed at another port and are covered by a separate report, the particulars given in that
ort need not be repeated below, but all other relevant particulars must be given and the port and report number should be stated.

No. of main engines 2 No. of propellers 2 Brief description of propulsion system two oil engines over reversible single red.

MAIN RECIPROCATING ENGINES. Licence Name and Type No. Deutz heavy oil engines SBA8M517 gear to straight shafting

No. of cylinders per engine 8 Dia. of cylinders 130 mm stroke(s) 170 mm 2 or 4 stroke cycle 4 Single or double acting single

Maximum BHP per engine approved for this installation 230 at 1350 RPM of engine and 386 RPM of propeller.

Responding MIP 102 kg/cm² (For DA engines give MIP top & bottom) Maximum cylinder pressure 70 kg/cm² Machinery numeral 92

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
line 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?

Stand-by or emergency pump or blower is fitted, state how driven No. of scavenge air coolers Scavenge air pressure at full

Are scavenge manifold explosion relief valves fitted?

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

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

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?

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

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

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

Are flame guards or traps fitted to relief devices? Is the crankcase readily accessible? If not, must the engine be removed for

Removal of bearings, etc? Is the engine secured directly to the tank top or to a built-up seating? How is the engine started? electrically

Can the engine be reversed? no If not, how is reversing obtained? by reversing 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 7.5.63 State barred speed range(s), if imposed

Engines not below 500 RPM King propeller For spare propeller Is a governor fitted? yes Is a torsional vibration damper or detuner fitted to the shafting?

Positioned? Type No. of main bearings Are main bearings of ball or roller

Distance between inner edges of bearings in way of crank(s) Distance between centre lines of side cranks or eccentrics of opposed piston engines

Shaft type: Built, semi-built, solid. (State which)

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

Side Pins Minimum

Crank, radial thickness around eyeholes Are dowel pins fitted? Crankshaft material: Journals Approved Tensile strength

Diameter of flywheel Weight Are balance weights fitted? Total weight Radius of gyration

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 of writing 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.

These engines have been examined during construction, properly installed in the above ship and are eligible in my opinion to be classed with the notation:- +LMC 8.63 and the notation TS(OG)

A notice board has been fitted at the control stations stating:-

Main engines not to be operated continuously below 500 RPM

Note:- No gear hammer was noted at any revolution.

Alfred Evans
Engineer Surveyor to Lloyd's Register of Ships

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 LLOYD'S HNO 30548 27.5.63 HB, LLOYD'S HNO 30549 14.5.63 CS

INTERMEDIATE SHAFTS

SCREW AND TUBE SHAFTS LLOYD'S HAM 1180 A+B 31.5.63 AK

PROPELLERS LLOYD'S HAM 1940 + 1941 9.7.63 AK

OTHER IMPORTANT ITEMS Sterntubes 1876 A+B 31.5.63 AK

Is the installation a duplicate of a previous case? ☒ yes If so, state name of vessel "IWTA GUMTII" Yard No. 1100

Date of approval of plans for crankshaft - Straight shafting 8.1.63 Gearing - Clutch -

Separate oil fuel tanks 25.7.63 Pumping arrangements 24.7.63 Oil fuel arrangements 24.7.63

Cargo oil pumping arrangements - Air receivers - Aux./donkey boilers -

Dates of examination of principal parts:-

Fitting of stern tube 18.6.63 Fitting of propeller 19.6.63 Completion of sea connections 8.7.63 Alignment of crankshaft in main bearings

Engine chocks & bolts 19.7.63 Alignment of gearing 19.7.63 Alignment of straight shafting 19.7.63 Testing of pumping arrangements

Oil fuel lines 19.7.63 Donkey boiler supports - Steering machinery 19.8.63 Windlass 19.8.63

Date of Committee FRIDAY - 1 NOV 1963

Special Survey Fee £ 65.15.0

Decision *Deferred for General Examination*

Expenses £ 13. 8.0

Date when A/c rendered



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