

042

28 AUG 1963 FEB 1963

Rpt. 4b

Date of writing report 28/1'63 Received London Port of Amsterdam No. 25256
Survey held at Amsterdam No. of visits 17 In shops 23-3-1962 4-12-1962
On vessel First date Last date

FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

No. in R.B. Name Gross tons
Owners Managers Port of Registry Year Month
Hull built at Haarlem By Messrs. Haarlemsche Scheepsbouw Mij Yard No. 581 When
Main Engines made at Amsterdam By Werkspoor N.V. Eng. No. 2490 When 1962
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 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 Brief description of propulsion system

MAIN RECIPROCATING ENGINES. Licence Name and Type No. TMAS 278

No. of cylinders per engine 8 Dia. of cylinders 270 mm stroke(s) 500 mm 2 or 4 stroke cycle 4 Single or double acting single
Maximum approved BHP per engine 580 at 375 RPM of engine and 182 - 209 RPM of propeller.
Corresponding MIP 7,5 kg/cm² (For DA engines give MIP top & bottom) Maximum cylinder pressure 50 kg/cm² Machinery numeral 116
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. 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 one Inlet one Exhaust one Starting one Safety one

Material of cylinder covers cast iron Material of piston crowns cast iron Is the engine equipped to operate on heavy fuel oil? no
Cooling medium for: Cylinders fresh water Pistons uncooled Fuel valves uncooled Overall diameter of piston rod for double acting engines
Is the rod fitted with a sleeve? Is welded construction employed for: Bedplate? no Frames? no Entablature? no Is the crankcase separated from the underside of pistons? no
Is the engine of crosshead or trunk piston type? trunk Total internal volume of crankcase 4124 litres No. and total area of explosion relief devices 8 - 920 cm²
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? How is the engine started? by 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? 10 - 12 hours

CRANK & FLYWHEEL SHAFTING. Date of approval of torsional vibration characteristics of the propelling machinery system 2/1'63 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? yes
Where positioned? forward Type Holset No. 2650 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) 316 mm Distance between centre lines of side cranks or eccentrics of opposed piston engines
Crankshaft type: Built, semi-built, solid, (State which) solid
Diameter of journals 200 mm Diameter of crankpins Centre 200 mm Breadth of webs at mid-throw 360 mm Axial thickness of webs 92 mm
Side
Pins Minimum
If shrunk, radial thickness around eyeholes Are dowel pins fitted? Crankshaft material Journals SM steel Approved 44 kg/mm²
Webs Tensile strength
Diameter of flywheel 1120 mm Weight 1250 kg Are balance weights fitted? no 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) integral with crankshaft.

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 built under Special Survey in accordance with the Rules, approved plans and Secretary's letters. Tested materials have been used and the workmanship is good.

The engine was tested under full load conditions on Maker's testbed and all found satisfactory.

In my opinion this engine merits the approval of the Committee and after having been satisfactorily fitted onboard and tested under working conditions, this vessel may be recorded in the Society's

Register Book + LMC with date.

A.C. Buijze
A.C. Buijze
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 Lloyds AMS No. 7788^A AB 13/9'61, No. 9122^{C-E}, 9123^{E-J-L}, 9124^A AB 23/3'62, 9136^A AB 28/3'62

CRANKSHAFT OR ROTORSHAFT Lloyds Rot No. 1244 EMD HA 16-11-60 ✓

FLYWHEEL SHAFT

THRUSTSHAFT

GEARING

INTERMEDIATE SHAFTS

SCREW AND TUBE SHAFTS

PROPELLERS

OTHER IMPORTANT ITEMS air receivers : Nos. 15454 - 16471
Lloyds test KLN 60 kg/cm²
W.P. 30 kg
KB 24/6'60 - KW 22-2-61

Is the installation a duplicate of a previous case?

If so, state name of vessel

Date of approval of plans for crankshaft 7/9'62

Straight shafting

Gearing

Clutch

Separate oil fuel tanks

Pumping arrangements

Oil fuel arrangements

Cargo oil pumping arrangements

Air receivers 7/9'62

Donkey boilers

Dates of examination of principal parts:—

Fitting of stern tube

Fitting of propeller

Completion of sea connections

Alignment of crankshaft in main bearings 31/8'62

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 20 SEP 1963

Special Survey Fee

f. 515,--

Decision

See Ans 25577

turnover tax

" 21,88

Expenses

" 10,--

Date when A/c rendered

22/2/1963



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Foundation