

t. 4b

of writing report 31.7.59. Received London Bremen Port. No. 4406  
held at CUXHAVEN. No. of visits In shops 3. AUG 1959 On vessel First date 20.7.59. Last date 28.7.59

# FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

R.B. 12420 Name M.T. "PULBOROUGH" ex "GERTRUDE WIENER" Gross tons 928  
Managers STEPHENSON CLARK Port of Registry LONDON.  
built at BREMEN By ROLAND WERFT Yard No. 860 Year Month 1956.  
Engines made at KIEL By MAK MASCHINENBAU. Eng. No. 15757 When 1956.  
ing made at - By -  
ey boilers made at HAMBURG. By OTTENSENER EISENWERK. Blr. Nos. 5861 When 1956.  
hinery installed at By When

iculars of restricted service of ship, if limited for classification  
iculars of vegetable or similar cargo oil notation, if required  
ip to be classed for navigation in ice? Is ship intended to carry petroleum in bulk?  
refrigerating machinery fitted? If so, is it for cargo purposes? Type of refrigerant  
he refrigerating machinery compartment isolated from the propelling machinery space? Is the refrigerated cargo installation intended to be classed?

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

of main engines ONE No. of propellers ONE. Brief description of propulsion system DIESEL ENGINE DIRECT TO SCREW SHAFT.  
AIN RECIPROCATING ENGINES. Licence Name and Type No. M.A.K. Type MAU. 423 A.  
of cylinders per engine 8. Dia. of cylinders 290mm stroke(s) 420mm 2 or 4 stroke cycle 4 Single or double acting S.

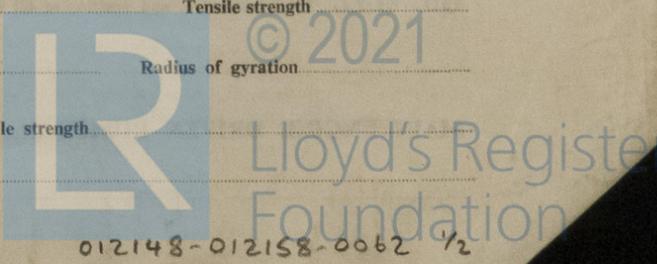
Maximum approved BHP per engine at RPM of engine and RPM of propeller.  
Maximum cylinder pressure Machinery numeral  
e the cylinders arranged in Vee or other special formation? If so, number of crankshafts per engine  
VO STROKE ENGINES. Is the engine of opposed piston type? If so, how are upper pistons connected to crankshaft?  
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  
ine and how driven  
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?  
a 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 STROKE ENGINES. Is the engine supercharged? Are the undersides of the pistons arranged as supercharge pumps? No. of exhaust gas driven blowers per  
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 Inlet Exhaust Starting Safety  
Material of cylinder covers Material of piston crowns Is the engine equipped to operate on heavy fuel oil?  
ooling medium for: -Cylinders Pistons Fuel valves Overall diameter of piston rod for double acting engines  
the rod fitted with a sleeve? Is welded construction employed for: Bedplate? Frames? Entablature? Is the crankcase separated from the  
nderside of pistons? Is the engine of crosshead or trunk piston type? Total internal volume of crankcase No. and total area of explosion relief  
ices Are flame guards or traps fitted to relief devices? Is the crankcase readily accessible? If not, must the engine be removed for  
verhaul of bearings, etc? Is the engine secured directly to the tank top or to a built-up seating? How is the engine started?  
Can the engine be directly reversed? If not, how is reversing obtained?

Has the engine been tested working in the shop? How long at full power?  
RANK & FLYWHEEL SHAFTING. Date of approval of torsional vibration characteristics of the propelling machinery system State barred speed range(s), if imposed  
or working propeller For spare propeller Is a governor fitted? Is a torsional vibration damper or detuner fitted to the shafting?  
Where 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  
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  
Side Pins Minimum  
shrunken, radial thickness around eyeholes Are dowel pins fitted? Crankshaft material Journals Approved  
Webs 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)





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 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

This ship has been submitted for Commencement of Class Survey, and the propeller shaft and sea connections have been examined. The propeller shaft sizes were checked, and found to be in accordance with Drawing No. M.10080 - Copy attached. The aft oil gland was checked, and found to be in accordance with Drawing 10281

It is recommended that a notation of T.S. O.G. 7.59 be assigned when the Classing Survey has been completed. Clearance of shaft 0.9mm outer bush 0.7mm inner bush.

N.B. Oil gland is not of type now approved

*L.R. Mather*

Engine 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

INTERMEDIATE SHAFTS

SCREW AND TUBE SHAFTS

PROPELLERS

OTHER IMPORTANT ITEMS

Is the installation a duplicate of a previous case? 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 crankshaft 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 - 4 DEC 1959**

Decision *See h/wc. 116492 (Rpt. 1)*

Special Survey Fee

**PART CLASSING £15-0-0**

Expenses

**£4-10-0**

Date when A/c rendered



© 2021

Lloyd's Register Foundation