

pt. 4b

19 FEB 1960

Ship name of writing report 15.2.60. Received London Port HELSINGFORS No. 7238  
Vasa No. of visits In shops 24.8.59  
On vessel 78 First date 10.10.58 Last date

FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

in R.B. 19598 Name "LENINGRAD" Gross tons 9425,2  
ers U.S.S.R. Managers Port of Registry Murmansk  
built at Helsingfors By Wärtsilä-koncernen Ab, Sandvikens Skeppsdotka Yard No. 366 Year Month When 1961-11  
in Engines made at Vasa By Wärtsilä-koncernen Ab, Wasa Mekaniska Verkstad Eng. No. 183 When 1959  
ring made at By  
nkey boilers made at By Blr. Nos. When  
achinery installed at By When

Particulars of restricted service of ship, if limited for classification  
Particulars of vegetable or similar cargo oil notation, if required  
Ship 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  
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 marking 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.

Ship's, of main engines No. of propellers Brief description of propulsion system Diesel Electric

MAIN RECIPROCATING ENGINES. Licence Name and Type No. Wärtsilä-Sulzer 9 MH 51/55

No. of cylinders per engine 9 Dia. of cylinders 510 mm stroke(s) 550 mm 2 or 4 stroke cycle 2 Single or double acting single

Maximum approved BHP per engine 3250 at 330 RPM of engine and RPM of propeller.

Corresponding MIP 5,3 kg/cm<sup>2</sup> (For DA engines give MIP top & bottom) Maximum cylinder pressure 65 kg/cm<sup>2</sup> Machinery numeral

Are the cylinders arranged in Vee or other special formation? no If so, number of crankshafts per engine -

NO 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 covers? Ports in cyl. No. and type of mechanically driven scavenge pumps or blowers per

engine and how driven 9 lever driven scavenge pumps (piston pumps)

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?

Is 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?

NO 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?

NO & FOUR STROKE ENGINES—GENERAL. No. of valves per cylinder: Fuel 1 Inlet - Exhaust - Starting 1 Safety 1

Material of cylinder covers Cast steel Material of piston crowns Forged steel Is the engine equipped to operate on heavy fuel oil? no

Cooling medium for: Cylinders Fresh water Pistons oil Fuel valves fresh water 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 8,5 m<sup>3</sup> No. and total area of explosion relief

devices 9x250cm<sup>2</sup>=2250cm<sup>2</sup> Are flame guards or traps fitted to relief devices? no 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? no If not, how is reversing obtained? no reversing required

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 16.4.57 23.4.57 State barred speed range(s), if imposed

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 11 Are main bearings of ball or roller

Distance between inner edges of bearings in way of crank(s) 570 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 310 mm Diameter of crankpins 120 mm Dia. Hals Breadth of webs at mid-throw 450 mm Axial thickness of webs 163 mm

Crunk, radial thickness around eyeholes Are dowel pins fitted? Crankshaft material Journals Approved 50 kg/mm<sup>2</sup>

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

Diameter of flywheel shaft Material Minimum approved tensile strength

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

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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 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 Diesel Engine has been constructed under Special Survey in accordance with the Rules, approved plans and Secretary's letters. Quality of materials and workmanship found good.

*P. Wilson*  
Engineer Surveyor to Lloyd's Register of Shipping, of n

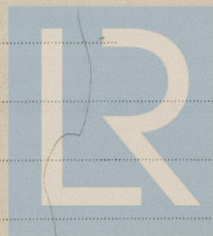
PARTICULARS OF IDENTIFICATION MARKS ((Including Port of origin) of important Forgings and Castings. (Copies of certificates should be forwarded with report.)

RODS Lloyd's DSF HS 116 28.8.50 (1 pice) Lloyd's DSF HS 116 4.9.58 (5 pice) Lloyd's DSF HS 116 4.9.58 (2 pice)  
CRANKSHAFT OR ROTORSHAFT Lloyd's KLN AS 619 26.2.59 Lloyd's KLN AS 655 26.2.59  
FLYWHEEL SHAFT  
THRUSTSHAFT  
GEARING  
INTERMEDIATE SHAFTS  
SCREW AND TUBE SHAFTS  
PROPELLERS  
OTHER IMPORTANT ITEMS

Is the installation a duplicate of a previous case? yes If so, state name of vessel Yard No.365. Report No.6968.  
Date of approval of plans for crankshaft 6.10.55 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 16 FEB 1962 Special Survey Fee Fmk.267.000:-  
Decision See Hps 8382

Expenses Fmk. 9.600:-

Date when A/c rendered 20.10.59.



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