

13 MAR 1961

21.2.61

Received London

Port Helsingfors

No. 7651

8.1.1960

9.6.60

of writing report

Vasa

No. of visits

In shops 76

First date

Last date

On vessel

IRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

in R.B.

Name

Gross tons

ers

Managers

Port of Registry

Year Month

built at

Helsingfors

By

Wärtsilä-koncernen Ab,
Sandvikens Skeppsdocka

Yard No.

366

When

n Engines made at

Vasa

By

Wärtsilä-koncernen Ab,
Wasa Mekaniska Verkstad

Eng. No.

187

When

1960

ring made at

By

boilers made at

By

Blr. Nos.

When

installed at

By

When

of restricted service of ship, if limited for classification

of vegetable or similar cargo oil notation, if required

classified for navigation in ice?

Is ship intended to carry petroleum in bulk?

ing machinery fitted?

If so, is it for cargo purposes?

Type of refrigerant

erating machinery compartment isolated from the propelling machinery space?

Is the refrigerated cargo installation intended to be classed?

ng 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 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 not be repeated below, but the port and report number should be stated.

n engines

No. of propellers

Brief description of propulsion system

Diesel Electric

RECIPROCATING ENGINES.

Licence Name and Type No.

Wärtsilä-Sulzer 9 MH51/55

iders per engine

9

Dia. of cylinders

510 mm

stroke(s)

550 mm

2 or 4 stroke cycle

2

Single or double acting

single

approved BHP per engine

3250

at

330

RPM of engine and

RPM of propeller.

ling MIP

5,3 kg/mm²

(For DA engines give MIP top & bottom)

Maximum cylinder pressure

65 kg/cm²

Machinery numeral

linders arranged in Vee or other special formation?

no

If so, number of crankshafts per engine

-

ROKE ENGINES.

Is the engine of opposed piston type?

no

If so, how are upper pistons connected to crankshaft?

-

aust 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

ne and how driven

9 lever driven scavenge pumps (piston pumps)

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

er

0,22 atm.

Are scavenge manifold explosion relief valves fitted?

JR STROKE ENGINES.

Is the engine supercharged?

Are the undersides of the pistons arranged as supercharge pumps?

No. of exhaust gas driven blowers per

ne

No. of supercharge air coolers per engine

Supercharge air pressure

Can engine operate without supercharger?

O & FOUR STROKE ENGINES—GENERAL.

No. of valves per cylinder: Fuel

1

Inlet

-

Exhaust

-

Starting

1

Safety

1

erial of cylinder covers

cast steel

Material of piston crowns

cast steel

Is the engine equipped to operate on heavy fuel oil?

no

ling medium for :—Cylinders

fresh water

Pistons

oil

Fuel valves

fresh water

Overall diameter of piston rod for double acting engines

-

ie rod fitted with a sleeve?

-

Is welded construction employed for: Bedplate?

no

Frames?

no

Entablature?

no

Is the crankcase separated from the

rside of pistons?

no

Is the engine of crosshead or trunk piston type?

trunk

Total internal volume of crankcase

8,4 m³

No. and total area of explosion relief

ces

9x250cm²=2250cm²

Are flame guards or traps fitted to relief devices?

no

Is the crankcase readily accessible?

yes

If not, must the engine be removed for

haul 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

the engine be directly reversed?

no

If not, how is reversing obtained?

no reversing required.

the engine been tested working in the shop?

yes

How long at full power?

8 hours

ANK & FLYWHEEL SHAFTING.

Date of approval of torsional vibration characteristics of the propelling machinery system

State barred speed range(s), if imposed

orking propeller

For spare propeller

Is a governor fitted?

yes

Is a torsional vibration damper or detuner fitted to the shafting?

no

re positioned?

Type

No. of main bearings

11

Are main bearings of ball or roller

? no

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

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

solid

eter of journals

310 mm

Diameter of crankpins

Centre

310 mm

Breadth of webs at mid-throw

450 mm

Axial thickness of webs

163 mm

unk, radial thickness around eyeholes

Are dowel pins fitted?

Crankshaft material

Journals

Minimum

23.4.57

eter of flywheel

1030 mm

Weight

455,5 kg

Are balance weights fitted?

Total weight

Radius of gyration

eter of flywheel shaft

Material

Minimum approved tensile strength

Integral with crankshaft.

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

Integral with crankshaft.

9.6.60 CONFIRMED.

23.4.57 16.4.57

319 U

PVP

26.3.61

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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 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.

A. M. M.
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

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 _____
Date of approval of plans for crankshaft 13.6.55 6.10.55 Straight shafting 15.5.57 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. 267.00
Decision See Htg 8382

Expenses Fmk. 8.750

Date when A/c rendered 4.10.60



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