

Rpt. 4b

E-2 FEB 1959

Date of writing report 21-1-59. Received London Port LEEDS. No. 1330.
Survey held at Keighley. In shops Nine. 13-5-58. 28-10-58
No. of visits First date Last date
On vessel

Brooke Marine Ltd - Yard No 269 - Ipswich Rpt No 140122.

FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

No. in R.B. Name M.T. KANCHADEVA Gross tons 40

Owners Brown Agents for the colonies Managers Port of Registry Colombo Year Month

Hull built at Lowestoft. By Brooke Marine Ltd. Yard No. 269. When

Main Engines made at Keighley. By H. Widdop & Co. Ltd. Eng. No. 5807. When 1958.

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 No. of propellers Brief description of propulsion system

MAIN RECIPROCATING ENGINES. Licence Name and Type No. H. Widdop & Co. Ltd. EMB.5.

No. of cylinders per engine 5 Dia. of cylinders 8.1/2" stroke(s) 13.1/2" 2 or 4 stroke cycle 2 Single or double acting Single

Maximum approved BHP per engine 275 at 440 RPM of engine and 440 RPM of propeller.

Corresponding MIP 81.25 (For DA engines give MIP top & bottom) Maximum cylinder pressure 850 lbs. Machinery numeral 55

Are the cylinders arranged in Vee or other special formation? Vertical in Line. If so, number of crankshafts per engine One

TWO STROKE ENGINES. Is the engine of opposed piston type? No If so, how are upper pistons connected to crankshaft? liner

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 One Double Acting, 90° Vee, Two Cylinders, Chain 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 1.4 lbs/sq. in. Are scavenge manifold explosion relief valves fitted? Yes

FOUR 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?

TWO & FOUR STROKE ENGINES-GENERAL. No. of valves per cylinder: Fuel One Inlet None Exhaust None Starting One Safety One

Material of cylinder covers Steel Material of piston crowns Cast Iron Is the engine equipped to operate on heavy fuel oil? No

Cooling medium for :—Cylinders Water Pistons None Fuel valves None Overall diameter of piston rod for double acting engines

Is the rod fitted with a sleeve? No 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 33 cu. ft. No. and total area of explosion relief

devices 2 Crankcase 32 sq. ins. 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? No Is the engine secured directly to the tank top or to a built-up seating? Direct Comp. 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? 4 hours, full power ahead

CRANK & FLYWHEEL SHAFTING. Date of approval of torsional vibration characteristics of the propelling machinery system 7-10-58. State barred speed range(s), if imposed

continuously for working propeller below 105 RPM for spare propeller Is a governor fitted? Yes Is a torsional vibration damper or detuner fitted to the shafting?

Where positioned? No Type No. of main bearings 6 Are main bearings of ball or roller

type? No Distance between inner edges of bearings in way of crank(s) 12" Distance between centre lines of side cranks of eccentrics of opposed piston engines

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

Diameter of journals 5.3/4" Diameter of crankpins 5.3/4" Breadth of webs at mid-throw 7.1/2" Axial thickness of webs 3.3/16"

If shrunk, radial thickness around eyeholes Are dowel pins fitted? Crankshaft material Journals S.M. Steel Approved

Webs Tensile strength 30/35 T.T.

Diameter of flywheel 30.1/4" Weight 940 lbs. 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.

PLEASE RETURN THIS REPORT
WITH YOUR FIRST ENTRY.

012711-012715-0264 1/2

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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 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.

The machinery described herein has been built under Special Survey in accordance with the plans, the Secretary's letters and the Requirements of the Rules. The material and workmanship has been found good throughout. The engine was subsequently tested under full power test bed trials, coupled to a brake, and afterwards opened out and examined, and found satisfactory.

The torsional vibration characteristics, London letter dated 7-10-58 states "The engine is approved for a service speed of 440 R.P.M., provided a notice board be fitted at the control station stating that the engine is not to be operated continuously below 105 R.P.M., and the engine tachometer be marked accordingly.

On satisfactory installation, the machinery is eligible, in my opinion, to be classed in the Register Book with the record of + L.M.C.

Note. Torsiograph records should be taken on trials from fwd. end of engine, and results submitted to Head Office. See London letter dated 8-1-59.

This engine has been installed on the M/T Kauchadora at Lowestoft in a proper manner and was found satisfactory on sea trials carried out on 5.5.59. Torsiograph records have been taken & results submitted to London

G. Talbot.

J. R. Carter
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 Conn. Rods. LLOYD'S NOT. 4042, 3964. 13-1-55 T.D.S. or 13-12-54 T.D.S. 20-6-58 J.P.G. 24-6-55 F.L.G.

Conn. Rod Caps. LLOYD'S 20-A1. 552. F.S. 7-2-55. T.P.G. 31-3-55.

CRANKSHAFT ~~OR ROTOR SHAFT~~ LLOYD'S NOT. 5886. 30-6-58 T.D.S.

FLYWHEEL SHAFT

THRUST SHAFT LLOYD'S 3300. 2-7-54 T.P.G.

Scavenge Shaft. LLOYD'S NOT. 4646 5-3-56 T.D.S. 27-12-56 J.P.G.

INTERMEDIATE SHAFTS

SCREW AND TUBE SHAFTS

PROPELLERS

OTHER IMPORTANT ITEMS Cylinders. 13-6-58 & 1-7-58 J.P.G. Cylinder Liners. 18-7-58 J.P.G.

Cylinder Heads. 4-9-58 & 12-9-58 J.P.G. Compressor Cyl. & Head. LLOYD'S TEST. 18-7-58 & 13-5-58 J.P.G.

Air Receivers Nos. 11/6440 and 11/6441. 8-10-57 A.T.R. Lds.

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

Special Survey Fee

£25. 12. 6.

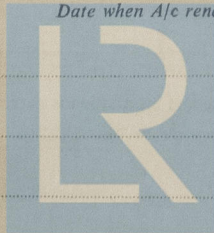
Decision

Expenses

£2. 14. 0.

Date when A/c rendered

21-1-59.



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