

27 MAY 1965

652

REPORT ON AUXILIARY INTERNAL COMBUSTION RECIPROCATING ENGINES

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Ship's Name
Contract No.) C.11502

Port TRIESTE

Gross tons - Date of completing rpt.

Rpt. No. 16475

Place of survey, if different from above -

No. of visits in shops 11

First date 1.2.1965

Last date 31.3.1965

Ship built by -

Yard No. -

Aux. engines made by C.R.D.A.-Fabbrica Macchine S.Andrea

Eng. No. 5813 When 4,64

Reconditioned 3,65

Fee Lire 210.000.-

Expenses Lire 3.500.-

RT4% " 8.540.- No. of sets one

Description (including type name) C.R.D.A.-SULZER type 6 BCAH 29

Note: The particulars in this report are to 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. Wording not applicable to be cancelled.

No. of cylinders, each engine	6	No. of exhaust gas driven blowers	one
Dia. of cylinders	290mm.	superchargers, each engine	no
Stroke	360mm.	Is welded construction used for	Bedplate? no
2 or 4 stroke cycle	4		Entablature? no
Approved service B.H.P., each engine	825	Total internal volume of crankcase, if 20 cu.ft. or over	1750 dm3
Corresponding R.P.M.	500	Crankcase explosion relief devices	No. 3
Corresponding M.I.P.	12.2 kg/cm ²		Total area 240 cm ²
Maximum cyl. pressure	70 " "	Are flame guards or traps fitted to relief devices?	yes
Fuel	Diesel oil	Cooling medium for	Cylinders fresh water
If cylinders in vee or other special formation, state	No special formation		Pistons Lub.oil
Angle of vee No. of crankshafts, each engine			Fuel valves Lub.oil
Is engine of opposed piston type?	no	No. of attached pumps	F.W. COOLING
No. and type of mechanically driven scavenge pumps/blowers, each engine	none		S.W. COOLING none
			LUB. OIL one
		How is engine started?	compressed air

SHAFTING

Is a damper or detuner fitted?	no	Dia. of journals	200 mm.
Type	-	Breadth at mid-throw	295 mm.
No. of main bearings	7	Axial thickness	92 mm.
Are bearings of ball or roller type?	no	If shrunk, radial thickness around eyeholes	Solid
Distance between inner edges of bearings in way of cranks	320mm	Nominal shrinkage allowance if dowel pins are not fitted	-
Is crankshaft built, semi-built or solid?	Solid	Flywheel	Diameter 1500 mm
Material of crankshaft	Forged steel		Weight 1400 kg.
Minimum approved tensile strength	56 kg/mm ²	Are balance weights fitted?	no
Dia. of crankpins	185 mm.	Total weight of balance weights	-
		Radius of gyration	-
		No. of flywheel shaft	-

Has each engine been tested in the shop? yes

Was it tested with driven machinery attached? no

How long at full power? 4 hours

Was the governing tested and found satisfactory? yes

DATE OF APPROVAL OF TORSIONAL VIBRATION CHARACTERISTICS

(If 150 B.H.P. or over) 30.10.1962

PARTICULARS OF DRIVEN MACHINERY

PORT & No. OF CERTIFICATES FOR STARTING AIR RECEIVERS

ELECTRIC GENERATORS (Copies of certificates to be forwarded)

If 100 kW or over

Port

If less than 100 kW, have makers' certificates been supplied?

No. of cert.

DECLARATION TO BE SIGNED BY ENGINE BUILDERS

To the best of our knowledge this machinery has been soundly constructed in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping, and the foregoing particulars of auxiliary sets are correct.

CANTIERI RIUNITI DELL' ADRIATICO

Fabbrica Macchine S. Andrea

(date)

DATES OF APPROVAL OF PLANS 16.10.1962 and 14.7.1964

IDENTIFICATION MARKS ON SHAFTING

LLOYD's GEN. 1521 PR 2.3.65

A previous similar case was for (name or contract No.) ANSALDO Yard N°.1598

Engine No.s 5819-5820-5821

Our Rpt. No. 16307

The machinery reported above has been constructed under Special Survey in accordance with the Rules, approved plans and Secretary's letters. The materials and workmanship are good, the spare gear required by the Rules has been supplied and the machinery is eligible, in my opinion, to be fitted in a classed ship as reported in our Report N°.16251 for Messrs. Ansaldo Yard N°.1596. The engine has been later damaged and has now been reconditioned by renewing the crankshaft, the bed plate, the cylinder jacket and N°.6 cylinder liner, piston and connecting rod with bottom end bearing. All other parts have been overhauled and refitted. Materials and workmanship are good. The engine is eligible in my opinion to be fitted in a classed ship.

Surveyor to Lloyd's Register of Shipping

(S. Verdarelli)

DECLARATION TO BE COMPLETED AND SIGNED BY THE SURVEYOR AT THE PORT OF INSTALLATION

The above machinery has been fitted in m.t. "RAPHAEL" - Yard No. 1598

at ANSALDO S.P.A., SESTRI

in a proper manner and found satisfactory

when tested on (date) 10th May, 1965

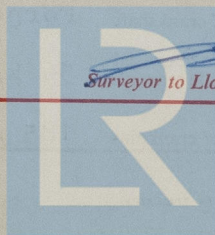
under full working conditions.

Date of Committee

FRIDAY - 3 SEP 1965

Minute

See Rpt. 1.



© 2021

(S. Dinnen)

Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

NOTE.—Where existing machinery is submitted for classification, the circumstances are to be explained as fully as possible, and the recommendation should be suitably amended.