

Rpt. 4b

Date of writing report 18/11/59. Received London L O N D O N . Port L O N D O N . No. 141471.
 Survey held at Stamford, Lincs. In shops 5. 27.8.59. 12.11.59.
 No. of visits 5. First date 27.8.59. Last date 12.11.59.
 On vessel

FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

No. in R.B. 42433 Name "REDSHAWK C" Gross tons 146.38
 Owners J.W. Cook & Co. Ltd. Managers James W. Cook & Co. Port of Registry Stamford
 Hull built at Wivenhoe, Essex. By James W. Cook & Co. Yard No. 1192. Year 1960 Month 1
 Main Engines made at Stamford. By Blackstone & Co., Ltd. Eng. No. EV4P59H127. When 1959.11.
 Gearing made at Stamford. By Blackstone & Co., Ltd.
 Donkey boilers made at Stamford. By Blackstone & Co., Ltd. Blr. Nos. 1192. When 1960.1.
 Machinery installed at Stamford. By Blackstone & Co., Ltd. When 1959.11.
 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? No. Is ship intended to carry petroleum in bulk? No.
 Is refrigerating machinery fitted? No. If so, is it for cargo purposes? No. Type of refrigerant No.
 Is the refrigerating machinery compartment isolated from the propelling machinery space? No. Is the refrigerated cargo installation intended to be classed? No.

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 4. No. of propellers 4. Brief description of propulsion system Lister-Blackstone - EVMGR4 diesel.

MAIN RECIPROCATING ENGINES. Licence Name and Type No. Lister-Blackstone - EVMGR4 diesel.

No. of cylinders per engine 4. Dia. of cylinders 8 3/4" stroke(s) 11 1/2" 2 or 4 stroke cycle 4. Single or double acting Single.

Maximum approved BHP per engine 180. at 600 RPM of engine and 600 RPM of propeller.

Corresponding MIP 106 p.s.i. (For DA engines give MIP top & bottom) Maximum cylinder pressure 800 p.s.i. Machinery numeral 36.

Are the cylinders arranged in Vee or other special formation? No. If so, number of crankshafts per engine 1.

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

Is the exhaust discharged through ports in the cylinders or through valve(s) in the cylinder covers? No. No. and type of mechanically driven scavenge pumps or blowers per engine and how driven No.

No. of exhaust gas driven scavenge blowers per engine No. Where exhaust gas driven blowers only are fitted, can the engine operate with one blower out of action? No.

If a stand-by or emergency pump or blower is fitted, state how driven No. No. of scavenge air coolers No. Scavenge air pressure at full power No. Are scavenge manifold explosion relief valves fitted? No.

FOUR STROKE ENGINES. Is the engine supercharged? No. Are the undersides of the pistons arranged as supercharge pumps? No. No. of exhaust gas driven blowers per engine No. No. of supercharge air coolers per engine No. Supercharge air pressure No. Can engine operate without supercharger? No.

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

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

Cooling medium for :-Cylinders Fresh Water Pistons None. Fuel valves None. Overall diameter of piston rod for double acting engines No.

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 30 cu.ft. No. and total area of explosion relief

devices 2 - 22 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? No. How is the engine started? Comp. air.

Can the engine be directly reversed? No. If not, how is reversing obtained? Rev./Red. Gearbox. MWD. type MW. Size 3B.No.12405.

Has the engine been tested working in the shop? Yes. How long at full power? 4 hours plus 1 hour on 10% overload.

CRANK & FLYWHEEL SHAFTING. Date of approval of torsional vibration characteristics of the propelling machinery system Secy. 17.6.59 State barred speed range(s), if imposed

for working propeller No. For spare propeller No. Is a governor fitted? Yes. Is a torsional vibration damper or detuner fitted to the shafting? No.

Where positioned? No. Type No. 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) 10 1/16" Distance between centre lines of side cranks or eccentrics of opposed piston engines No.

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

Diameter of journals 6 3/4" Diameter of crankpins 6 1/8" Breadth of webs at mid-throw 7 3/4" Axial thickness of webs 2 25/32"

If shrunk, radial thickness around eyeholes No. Are dowel pins fitted? No. Crankshaft material EN 8 Steel. Minimum 40 tons per sq.in.

Webbs No. Tensile strength 40 tons per sq.in.

Diameter of flywheel 40" Weight 2180 lb. Are balance weights fitted? No. Total weight No. Radius of gyration No.

Diameter of flywheel shaft 6 3/4" Material EN 8 Steel. Minimum approved tensile strength 40 tons/sq.in.

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

JEB.

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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.

B.M.90448. This engine has been built under special survey from materials manufactured under the Supervision of Surveyors to this Society, in accordance with approved plans & the Rules of this Society.

Workmanship is good throughout. In my opinion the engine is eligible for installation in a Classed vessel.

Spawick 24/1/60.

This engine has now been fitted on board the "REDSHANK C" at W. van der Hoe in a proper manner & found satisfactory during estuary trials on 15/1/60 & 16/1/60 under full working condition

W. Waddle

W. Waddle

Engine Surveyor to Lloyd's Register of Shipping.
W. WADDLE

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

RODS BCX 161 - 162 - 160 - 140 W.W. LON. 7.9.59. Covered by Batch Certificates:- BHAM.C.38703, C.39118 & C.35753.

CRANKSHAFT OR ROTORSHAFT 6600 TDS. Not. W.W. Lon. 21.10.59.

FLYWHEEL SHAFT

THRUSTSHAFT

GEARING

INTERMEDIATE SHAFTS

SCREW AND TUBE SHAFTS

PROPELLERS

OTHER IMPORTANT ITEMS Cylinder block with liners & heads:- LLOYD'S TEST 100.lb. W.W. Lon. 27.8.59.

Is the installation a duplicate of a previous case?

If so, state name of vessel

Date of approval of plans for crankshaft 17.6.59.

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 21 OCT 1960

Construction
Special Survey Fee

£20-0-0d.

Decision

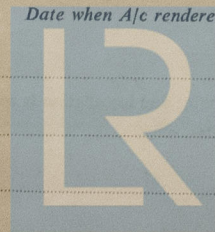
See Rpt. 1.

Expenses

£4-0-0d.

Date when A/c rendered

16 DEC 1959



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