

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME

"CORUCHE"

REPORT

Hfx.

5906

Mtl.

No. 7647

Clv.

1290,96,

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee. 97.

(The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement.—Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey

~~REPAIRS TO ENGINES AND COLLERS DUE TO DAMAGE THROUGH~~

This is the third of four sister vessels recently built in Canada under Special Survey for Portugese Owners. The previous two vessels are the "CARTAXO" and "COLARES".

In the cases of the "CARTAXO" and "COLARES" "whipping" of the intermediate shafting was observed on trials, but the symptoms were not fully explored owing to the imminent freezing up of the St. Lawrence River. The vessels were allowed to proceed, subject to reduced revolutions of the main engine and the alignment of shafting to be rectified at the first opportunity, and the vessels were classed accordingly.

In the case of the "CORUCHE" similar symptoms were observed, and the alignment was fully explored at Halifax, N.S. before proceeding on maiden voyage.

Two lengths of intermediate shafting were found slightly bent and the alignment has been adjusted to give the best results possible under these conditions, including moving of the main engines as required.

Arrangements have been made to supply and fit an additional bearing to the intermediate shafting at Owners convenience, and the Halifax Surveyors recommend that the machinery will be eligible for classification when this has been done, and the revolutions to be reduced meanwhile.

It should be noted that the torsional vibration characteristics have been approved without any special conditions.

In view of the fact that the first two vessels ("CARTAXO" and "COLARES") have been classed subject to the shafting alignment being rectified, and to the speed of the main engines being reduced meanwhile, IT IS SUBMITTED for consideration that the vessel now under notice, ("CORUCHE") should also be classed LMC 4.49, subject to additional intermediate shaft bearing being fitted at the first opportunity, and the speed of the main engine not to exceed 270 R.P.M. meantime.

The class would also be subject to a spare intermediate shaft coupling being placed on board and other missing items of spare gear being supplied, and to the stern tube roller bearings being examined after a period of service not exceeding twelve months.

Particulars Oil Engine 2 S.C.S.A.

6 Cyl. 16" x 20"

MN 274

Screwshaft fitted with oil gland.



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Foundation  
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