4c

writing report 9.9.57 Received London 10.9.57 Port LONDON No. 136452

eld at Newhaven No. of visits 4 First date 4.7.57 Last date 8.8.57.

FIRST ENTRY REPORT ON AUXILIARY INTERNAL COMBUSTION ENGINES

of Ship "TAKORADI PALM" Owners Palm Line Ltd.

ntract No. if name unknown).

uilt at Wesermunde - G. by Deutsche S & M. when 7-1937 Yard No. -

ry Engine made at Rugby by English Electric Co.Ltd. when 1937 Eng. Nos. IH 760

No. of sets and description (including type name) One-Diesel engine driven generating set. Type 8K.

NAL COMBUSTION RECIPROCATING ENGINES. No. of cylinders per engine 8 Dia. of cylinders 10" Stroke 12"

stroke cycle 4 Maximum approved BHP 400 at 600 RPM Corresponding MIP 500p.s.i. Maximum pressure 700p.s.i.

Diesel Oil Are cylinders arranged in Vee or other special formation? No If so, No. of

aft's per engine - Is engine of opposed piston type? No No. and type of mechanically driven scavenge pumps or blowers

ne None No. of exhaust gas driven blowers or superchargers per engine None s welded construction

: Bedplate? No Entablature? No Total internal volume of crankcase (if 20 cu. ft. or over) 62 cu.ft. No. and total area of

se explosion relief devices None fitted. Are flame guards or traps fitted? No Cooling medium for: Cylinders Fresh Water

Lub.Oil (Splash) No. of attached pumps: F.W. cooling None S.W. cooling None Lubricating oil 1 How is engine started? Air

s. 1,2,3 & 4 Cylinders.

TING. Is a damper or detuner fitted? No No. of main bearings 9 Are bearings of ball or roller type? No Distance between

dges of bearings in way of cranks 5½" Crankshaft: solid. Material of crankshaft Steel Approved

m tensile strength - Dia. of pins 6¼" Journals 6½" Breadth of webs at mid throw 8½" Axial

ss. 2½" If shrunk, radial thickness around eyeholes - Dia. of flywheel 44⅛" Weight 1 Ton. Are balance

fitted? No Total weight - Rad. of gyration - Dia. of flywheel shaft Flange Jointed between eng. & Genr. Shafts.

h engine been tested in shop? Yes How long at full power? 4 hrs. Was it tested with driven machinery attached? Yes Was the

g tested and found satisfactory? Yes Date of approval of torsional vibration characteristics (for engines of 150 BHP and over) 29.8.57. 3-9-57

approval of shafting 23.7.57 Identification marks on shafting LLOYDS M.A.B. 13.10.37 8221.

lars of driven machinery 6 Pole 250 kW. 230 Volt size CD 52/6 D.C. Generator manufactured by English Electric Co.

d No. of Certificate for Starting Air Receivers None

IARY GAS TURBINES. BHP per set At RPM of output shaft. Open or closed cycle?

ement of turbines. HP drives at RPM HP gas inlet temp. pressure

IP " at " IP " " " "

diagram should be showing gas cycle) LP " at " LP " " " "

air compressors per set Centrifugal or axial flow type? Material of turbine blades

l of compressor blades No. of air coolers per set No. of heat exchangers per set How are

started? Are the turbines operated in conjunction with free piston gas generators?

No. of free piston gas generators Dia. of working pistons Dia. of compressor pistons No. of double strokes

ute at full power Gas delivery pressure Gas delivery temperature

e turbines and attached equipment been tested in shop? How long at full power? Were they tested with driven machinery

d? Particulars of gearing

approval of plans Identification marks Particulars of driven machinery

RIC GENERATORS. Port and No. of Certificate for generators of 100 Kw. and over London D.55227

erators under 100 Kw., has Makers' Certificate been obtained? No Are Certificates attached? Yes

. Genr. Shaft 6⅛"

egoing description is correct and the particulars are as approved for torsional vibration characteristics (strike out words not applicable)

-

Manufacturer

nachinery duplicate of a previous case? - If so, which? -

AL REMARKS. State if the machinery has been constructed under special survey in accordance with the Rules, approved plans and Secretary's letters. ality of materials and workmanship. Where existing machinery is submitted for classification the circumstances should be explained as fully as possible.

s far as now seen the engine and generator were found to be sound, free from defects and workmanship satisfactory and such as might be accepted for use on a vessel classed or nded for Classification with this Society. As the proximity of the service speed of the de 5½ order critical speed, calculated to occur at 571 R.P.M., it is recommended that the iograph records be taken from one completed installation, preferably on the test bed, with ew to confirming the calculations. Crankcase explosion relief valves to be fitted to the engine in accordance with the Rules.

Fee Eng. & Genr. £46.0.0.

s £4.11.0.

en a/c rendered 11 SEP 1957

Engineer Surveyor to Lloyd's Register

tion to be signed by Surveyor at fitting-out Port:— The above described machinery has been fitted on board the in a proper manner and found satisfactory when tested on the (date) under full working conditions.

Engineer Surveyor to Lloyd's Register

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