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Date of writing report
Survey held at Odense

Received London 4 MAR 1958
No. of visits In shops 53 On vessel 23

Port Cph. 7
First date 11-10-56 12-4-57
Last date 14-5-57 7-1-58
No. 16375

FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

Name M/V "LAUST MÆRSK" Gross tons 6418,68

Managers A.P. Møller Port of Registry Copenhagen
By A/S Odense Stålskibsværft Yard No. 141 Year 1958
By A/S Burmeister & Wain Eng. No. 5931 When 1957
By Aalborg Værft
Boilers made at Aalborg and Birmingham By Aalborg Værft & Blr. Nos. 1 When 1957
Installed at Odense By Odense Stålskibsværft A/S When 1958

Is ship intended to carry petroleum in bulk? No
Type of refrigerant -
Is the refrigerated cargo installation intended to be classed?

Vegetable oil or fuel oil in deep tanks
Is the engine of opposed piston type? no

Reversible heavy oil eng. direct to propeller.
RECIPROCATING ENGINES. Licence Name and Type No. DM 874 VTBF-160 Turbocharged crosshead type solid injection
Cylinders per engine 8 Dia. of cylinders 740 mm stroke(s) 1600 mm 2 or 4 stroke cycle 2 Single or double acting single
Approved BHP per engine 10000 at 115 RPM of engine and 115 RPM of propeller.
Indicating MIP 7.9 kg/cm² (For DA engines give MIP top & bottom) Maximum cylinder pressure 55 kg/cm² Machinery numeral 2000
Cylinders arranged in Vee or other special formation? no If so, number of crankshafts per engine -

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? -
FOUR STROKE ENGINES—GENERAL. No. of valves per cylinder: Fuel 2 Inlet cylinder Exhaust 1 Starting 1 Safety 1
Material of piston crowns cast steel Is the engine equipped to operate on heavy fuel oil? yes
Medium for cylinders FRESH water Pistons lub. oil Fuel valves fuel oil Overall diameter of piston rod for double acting engines -
Is welded construction employed for: Bedplate? yes Frames? yes Entablature? yes Is the crankcase separated from the head? yes
Total internal volume of crankcase 156 m³ No. and total area of explosion relief devices? 7-9000 cm² Are flame guards or traps fitted to relief devices? no Is the crankcase readily accessible? yes If not, must the engine be removed for access? -
How is the engine started? compressed air

How long at full power? 6 hours
& FLYWHEEL SHAFTING. Date of approval of torsional vibration characteristics of the propelling machinery system 19-12-56 State barred speed range(s), if imposed -
Is a governor fitted? yes Is a torsional vibration damper or detuner fitted to the shafting? no
No. of main bearings 10 Are main bearings of ball or roller type? -
Distance between inner edges of bearings in way of crank(s) 958 mm Distance between centre lines of side cranks or eccentrics of opposed piston engines -
Crankshaft material Journals SM Steel Minimum approved tensile strength 44 kg/mm²
Webs cast steel Tensile strength -
Total weight 25820 kgm² Radius of gyration -
Are balance weights fitted? yes

Material SM Steel
Diameter of journals 550 mm Diameter of crankpins Centre 550 mm Side 220 mm central hole
Axial thickness of webs 280/335 mm
Pins SM Steel
Minimum approved tensile strength 44 kg/mm²
Webs cast steel
Tensile strength -
Total weight 25820 kgm²
Radius of gyration -
Are balance weights fitted? yes

Material SM Steel
Diameter of flywheel shaft 500 mm
Flywheel shaft: separate, integral with crankshaft, integral with thrust shaft. (State which) integral with thrust shaft

Minimum approved tensile strength 44 kg/mm²
Tensile strength -
Radius of gyration -
Are balance weights fitted? yes



004308-004315-0019 1/2

MAIN GAS TURBINES. Name and Type No.

No. of sets of turbines Open or closed cycle BHP per set at RPM of output shaft
 How is drive transmitted to propeller shaft?

ARRANGEMENT OF TURBINES. HP drives at RPM HP gas inlet temperature pressure
 (A small diagram should be attached showing gas cycle.)
 IP drives at RPM IP gas inlet temperature pressure
 LP drives at RPM LP gas inlet temperature pressure

No. of air compressors per set Centrifugal or axial flow type? Material of turbine blades
 compressor blades No. of air coolers per set No. of heat exchangers per set How are turbines started?

How is reversing effected? Are the turbines operated in conjunction with free piston gas generators?

Total No. of free piston gas generators Diameter of working pistons Diameter of compressor pistons No. of double stroke
 minute at full power Gas delivery pressure Gas delivery temperature Have the turbines and attached equipment been tested in the shop? How long at full power?

ELECTRIC PROPULSION (Reciprocating engines or gas turbines. Electrical particulars to be reported on Form 4d.)

No. of generators KW per generator at RPM AC or DC? Position
 No. of propulsion motors SHP per motor at RPM Position
 How is power obtained for excitation of generators? Motors?

REDUCTION GEARING (Reciprocating engines or gas turbines. A small line sketch should be attached showing arrangement of gearing.)

Is gearing of single or double helical type? If single, position of gear thrust bearing Is gearing of epicyclic type?

PCD of pinions: First reduction Second reduction PCD of wheels: First reduction Main
 Material of pinions Tensile strength Material of wheel rims Tensile strength
 Are gear teeth surface hardened? How are teeth finished? Diameter of pinion journals
 journals Are the wheels of welded construction? Is gearcase of welded construction? Has the wheel/gearcase been heat treated on the journals?
 of welding? Where is the propeller thrust bearing located? Are gear bearings of ball or roller type?

CLUTCHES, FLEXIBLE COUPLINGS, ETC. If a clutch or other flexible connection is fitted between engine/turbine and gearing or between engine and line shafting give description and, for clutches, state how operated.

Can the main engine be used for purposes other than propulsion when declutched? If so, what?

STRAIGHT SHAFTING. Diameter of thrust shaft 500 mm. Material SM Steel. Minimum approved tensile strength 44 kg/mm².
 160 mm central hole
 Shaft separate or integral with crank or wheel shaft? separate. Diameter of intermediate shaft 430 mm. Material SM Steel.
 Minimum approved tensile strength 44 kg/mm². Diameter of screwshaft cone at large end 500 mm. Is screwshaft fitted with a continuous liner? No.
 Diameter of tube shaft. (If these are separate shafts) Is tube shaft fitted with a continuous liner in way of stern tube Thickness of screw/tube shaft
 bearings 24 mm. Thickness between bearings 220. Material of screw/tube shaft SM Steel. Minimum approved tensile strength 44 kg/mm².
 Is an approved oil gland fitted? No. If so, state type Length of bearing next to and supporting propeller 2000 mm.
 Material of bearing lignum vitae. In multiple screw vessels is the liner between stern tube and A bracket continuous? If not, is the exposed length of shafting
 liners readily visible in dry dock?

PROPELLER. Diameter of propeller 5,600 mm. Pitch Variable. Built up or solid solid. Total developed surface
 No. of blades 4. Blade thickness at top of root fillet Blade material Nikalium. Moment of inertia of dry propeller
 If propeller is of special design, state type Is propeller of reversible pitch type? no. If so, is it of approved design?
 State method of control Material of spare propeller bronze. Moment of inertia 79150.

AIR COMPRESSORS & RECEIVERS. No. of main engine driven compressors per engine none. Can they be declutched?
 No. of independently driven air compressors. (State capacity, prime mover, position in ship, and Port and No. of certificate) 2 off electrically driven, each 245 m³/h. Port side of engine room.
 No. of starting air receivers. (Main and Aux. State capacity of each, position in ship and Port and No. of Certificate) Main 1 off 23 m³ Engine room Starboard side CPN Cert. No 1511. KL 21-1-57 Aux. 300 litres Cert. No. 7369 Nos. 20395/POS 6/10 Port side

How are receivers first charged? Steam driven emergency compr. Maximum working pressure of starting air system 25 kg/cm². Are the safety devices in accordance with the Rules? yes. Has the starting of the main engines been tested and found satisfactory? yes.

COOLERS. No. of main engine fresh water coolers 2 off. No. of main engine lubricating oil coolers 2 off.

OIL FUEL TANKS. No. and position of oil fuel settling or service tanks not forming part of hull structure 2 off fore end of engine room.

MAIN ENGINE DRIVEN PUMPS (No. and Purpose) none

Service for which each pump is connected to be marked thus X

INDEPENDENT PUMPS Below essential pumps, state position and service for which each pump is connected to be marked thus X	SUCTION							DELIVERY								
	Bilge Main	Bilge Direct	Ballast Main	Oil Fuel	Fresh Water Cooling	Sea	Feed Tanks	Lub. Oil	Boiler Feed	Salt Water Cooling	Fresh Water Cooling	Oil Fuel Tanks	Fire Main	Lub. Oil	Piston Cooling	Overboard
Last pump elec. P.S. 150 T/H	X	X	X			X										X
Starboard pump P.S.E.R. 100 T/H						X	off-peak		aux. mach.				X			X
Water cooling		X				X				X						X
M. cooling					X					X						X
Starboard pump elec. P.S.E.R. 100 T/H	X	X				X							X			X
Starboard fire pump elec. P.S.E.R. 100 T/H	X					X							X			X
Starboard oil fuel trf. pump P.S.E.R.					X							X				
Starboard lub. oil pumps P.S.E.R.								X						X		
Starboard off steam feed pumps							X		X							X
Starboard off elec. fire pump							X						X			

SUCTIONS. No. and size in each hold, deep tank or pump room forepeak 3" dia. No.1 hold P & S 3". No.2 hold P & S 3" No.3 hold P & S 2 1/2". Deep tank F.P.C.S. 2 1/2". Deep tank aft. P & S 2 1/2". No.4 hold/cofferdam P & S 2-2 1/2" No.5 hold P & S. 2-2 1/2". No.6 hold P & S 2 1/2". No.7 hold/cofferdam P & S 2-2 1/2". No.8 hold/cofferdam P & S 2-2 1/2". No.9 hold/cofferdam P & S 2-2 1/2". No.10 hold/cofferdam P & S 2-2 1/2". No.11 hold/cofferdam P & S 2-2 1/2". No.12 hold/cofferdam P & S 2-2 1/2". No.13 hold/cofferdam P & S 2-2 1/2". No.14 hold/cofferdam P & S 2-2 1/2". No.15 hold/cofferdam P & S 2-2 1/2". No.16 hold/cofferdam P & S 2-2 1/2". No.17 hold/cofferdam P & S 2-2 1/2". No.18 hold/cofferdam P & S 2-2 1/2". No.19 hold/cofferdam P & S 2-2 1/2". No.20 hold/cofferdam P & S 2-2 1/2". No.21 hold/cofferdam P & S 2-2 1/2". No.22 hold/cofferdam P & S 2-2 1/2". No.23 hold/cofferdam P & S 2-2 1/2". No.24 hold/cofferdam P & S 2-2 1/2". No.25 hold/cofferdam P & S 2-2 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 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.

This machinery has been built and installed under Special Survey in accordance with the rules, approved plans and the Secretary's letters. The material has been tested as required by the Rules, and the workmanship is good.

The whole installation has been examined under full power conditions during a sea trial and found satisfactory and in eligible in my opinion to be classed with the notation +LMC 1.58 - Oil engines CL 2 DB 100 lbs.

A. J. Larsson
 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 Piston Rods 9 off Lloyd's CPN 3005-3008-3009 VL 5-4-57.

Connecting rods 8 off Lloyd's CPN 3010-3011-3012 VL 5-4-57

CRANKSHAFT OR ROTORSHAFT Forward 1/2 length Lloyd's CPN Nos. 2094 VL 27-3-57.

FLYWHEEL SHAFT Aftermost 1/2 length Lloyd's CPN Nos. 2095 VL 27-3-57.

THRUSTSHAFT Lloyd's CPN Nos. 2096 VL 27-3-57

GEARING

INTERMEDIATE SHAFTS 5 off Lloyd's CPN 2084-85-86 VL 25-3-57. 2093 VL 27-3-57. 3023 VL 11-4-57

SCREW AND TUBE SHAFTS 1 off Lloyd's CPN 3022 VL 10-4-57 1 off Lloyd's CPN 3048 VL 15-4-57.

PROPELLERS

OTHER IMPORTANT ITEMS Crossheads: 8 off Lloyd's CPN 3018-3019 VL 9-4-57.

Cylinder Liners & Jackets Lloyd's CPN 7 Atm. 7 off KH 26-2-57. 1 off KH 14-3-57 2 off Sp ED 26-3-57.

Cylinder covers Lloyd's CPN 10 Atm. 9 off VL 28-2-57. 1 off VL 3-4-57.

Pistons 10 off Lloyd's CPN 5 Atm. VL 1-2-57.

Is the installation a duplicate of a previous case? yes If so, state name of vessel "LEDA MÆRSK"

Date of approval of plans for crankshaft 19/12-55 Straight shafting 19/12-55 Gearing Clutch

Separate oil fuel tanks Pumping arrangements 12/7-56 Oil fuel arrangements 12/7-56

Cargo oil pumping arrangements 12/7-56 Air receivers 6/6-55 Donkey boilers 1/4-55

Dates of examination of principal parts:—

Fitting of stern tube 22/4-57 Fitting of propeller 13/5-57 Completion of sea connections 12/4-57 Alignment of crank shaft in main bearings 4/6

Engine checks & bolts 18-6-57 Alignment of gearing - Alignment of straight shafting 18-6-57 Testing of pumping arrangements 1

Oil fuel lines 18-11-57 Donkey boiler supports 10-9-57 Steering machinery 23-11-57 Windlass 23-11-57

Date of Committee

FRIDAY 11 APR 1958

Decision

See Rpt. 1.

Special Survey Fee

Construction	kr. 5800.00	Insta	kr.
Forgings	" 1080,-	exp.	"
welding	" 355,-		
start.air rec.	200,-		
Pumps & coolers	820,-		

Entered in Cpn.R.F.B. 29/5/1957

18/1/

Date when Alc rendered

29/5 1957 & 23/ for pumps & coolers 22/5/ (Entered in R.F.B. 25/5/1



Lloyd's Register Foundation