

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "ACCRA"

REPORT..... Brw. No. 3125

Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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.)

Remarks of Surveyor REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH

Type of Engine: Oil Engine 2 S.C.S.A.
 8 Cyl. 26 $\frac{3}{8}$ " - 91 $\frac{5}{16}$ "
 MN 1843

Tail Shaft. If fitted with a continuous liner Yes
 If fitted with an outside gland of approved type No

The torsional vibration characteristics have been approved as per the Secretary's letter dated 20.10.47. for a service speed of 118 R.P.M. provided that a notice board be fitted at the control station stating that the engines are not to be run continuously between 45 and 55 R.I.M.

The certificate should be endorsed accordingly and an appropriate entry made in the S.R.List.

When the vessel was returning from her sea trials the port main engine was stopped to change a fuel valve. During the period of the stoppage the main engine exhaust was left open direct to the Clarkson Waste heat boiler. The electrically driven fuel priming pump was used prior to starting up the main engines again when, it is reported, the fuel valve to No. 1 cylinder had stuck in the open position resulting in an accumulation of oil fuel either in the exhaust manifold or the boiler casing.

On restarting the engine an explosion ^{occurred} in an unspecified part of the exhaust line causing the boiler casing to burst.

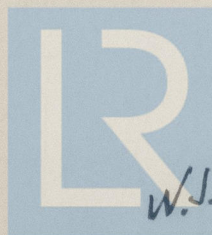
Repairs to the boiler casing have not been carried out and the Barrow Surveyor recommends that the boiler should not be used until permanently repaired.

He also suggests, in view of the nature of the accident, that some form of explosion door might be fitted in the boiler casing.

As a re-occurrence of a similar explosion is remote an instruction to the effect that the exhaust should not be open to the waste heat boiler while under manoeuvring-conditions might suffice.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and IT IS SUBMITTED she is eligible to be classed LMC 9.47,
 2 DB 120 lb.

Subject to the port waste-heat boiler not being used until repaired.



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