

821

Rpt. 4b

26 APR 3

Date of writing report 21st Dec., 1962

Received London -

Port of Augsburg

No. 1643

Survey held at Augsburg

No. of visits

In shops 15

6th September, 62

23rd November, 1962

On vessel -

First date -

Last date -

FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

No. in R.B. 80882 Name IRENE EX SEAHORSE Gross tons -

Owners Venetsanos, Piräus/Greece Managers - Port of Registry - Year Month

Hull built at - By - Yard No. - When -

Main Engines made at Augsburg By M.A.N. A.G. Eng. No. 402 855 When 1962

Gearing made at - By - Gear No. - When -

Aux./donkey boilers made at - By - Blr. Nos. - When -

Machinery installed at - By - When -

Particulars of restricted service of ship, if limited for classification -

Particulars of vegetable or similar cargo oil notation, if required -

If ship is to be classed for navigation in ice, state whether Class 1, 2 or 3 -

Is ship an oil tanker? -

Is refrigerating machinery fitted? -

If so, is it for cargo purposes? -

Type of refrigerant -

Is the refrigerating machinery compartment isolated from the propelling machinery space? -

Is the refrigerated cargo installation intended to be classed? -

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 should 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 all other relevant particulars must be given and the port and report number should be stated.

No. of main engines one No. of propellers one Brief description of propulsion system direct propulsion

MAIN RECIPROCATING ENGINES. Licence Name and Type No. G6V30/45 supercharged

No. of cylinders per engine 6 Dia. of cylinders 300 mm stroke(s) 450 mm 2 or 4 stroke cycle 4 Single or double acting Single

Maximum BHP per engine approved for this installation 875 at 400 RPM of engine and 400 RPM of propeller.

Corresponding MIP 12.37 kg/cm² (For DA engines give MIP top & bottom) Maximum cylinder pressure 62-65 kg/cm² Machinery numeral -

Are the cylinders arranged in Vee or other special formation? no If so, number of crankshafts per engine -

TWO STROKE ENGINES. Is the engine of opposed piston type? - If so, how are upper pistons connected to crankshaft? -

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

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

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

Are scavenge manifold explosion relief valves fitted? -

TWO AND FOUR STROKE ENGINES. Is the engine supercharged? yes Are the undersides of the pistons arranged as supercharge pumps? no No. of exhaust gas driven blowers per engine one

No. of supercharge air coolers per engine one Supercharge air pressure 0.42 kg/cm² Can engine operate without supercharger? yes

No. of valves per cylinder: Fuel 1 Inlet 1 Exhaust 1 Starting 1 Safety 1

Material of cylinder covers cast iron Material of piston crowns - Is the engine equipped to operate on heavy fuel oil? Diesel oil

Cooling medium for: Cylinders water Pistons oil Fuel valves fuel oil Overall diameter of piston rod for double acting engines -

Is the rod fitted with a sleeve? no Is welded construction employed for: Bedplate? no Frames? - Entablature? - Is the crankcase separated from the

underside of pistons? no Is the engine of crosshead or trunk piston type? trunk piston Total internal volume of crankcase 2.625 m³ No. and total area of explosion reliefdevices 5; 81 cm² each Are flame guards or traps fitted to relief devices? no 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? - How is the engine started? by air

Can the engine be reversed? yes how is reversing obtained? pneumatic-hydraulic

Has the engine been tested working in the shop? yes How long at full power? 12 hrs.

CRANK & FLYWHEEL SHAFTING. Date of approval of torsional vibration characteristics of the propelling machinery system 22.1.1963 State barred speed range(s), if imposed

for working propeller - For spare propeller - Is a governor fitted? yes Is a torsional vibration damper or detuner fitted to the shafting? yes

Where positioned? opposite coupling side Type "Hülsefeder" damper No. of main bearings 7 Are main bearings of ball or roller

type? - Distance between inner edges of bearings in way of crank(s) 388 mm Distance between centre lines of side cranks or eccentrics of opposed piston engines -

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

Diameter of journals 205 mm Diameter of crankpins Centre 205 mm Breadth of webs at mid-throw 375x446.67 mm Axial thickness of webs 98 mm

If shrunk, radial thickness around eyeholes - Are dowel pins fitted? no Crankshaft material: Journals S.M. Steel Minimum 55 kg/mm²

Webs C.40 Approved Tensile strength

Diameter of flywheel 1200 mm Weight 2360 kgs. Are balance weights fitted? yes Total weight 498 kgs. Radius of gyration 244 mm

Diameter of flywheel shaft 170 mm Material S.M. Steel, C.35 Minimum approved tensile strength 55 kg/mm²

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


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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.

This oil main engine has been constructed under special survey in accordance with the requirements of the Rules and otherwise with the approved plans. The material used was tested and the workmanship was found satisfactory.

The engines were tested running on maker's test bed under full-, over-, and partial loads with satisfactory results.

In my opinion the engine can be recommended for the notation  L.M.C. (with date) when the whole machinery has been satisfactorily fitted on board and tried under full working conditions.

Engine 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 LLOYD'S AUG 1661 LR 16.10.62 G.Fi. 402 855

CRANKSHAFT ~~DEVELOPMENT~~ LLOYD'S AUG 1661 8400A G.H. 1.10.62
LLOYD'S AUG 1661 137A - 29.10.62 GH

FLYWHEEL SHAFT

THRUSTSHAFT

GEARING

INTERMEDIATE SHAFTS

SCREW AND TUBE SHAFTS

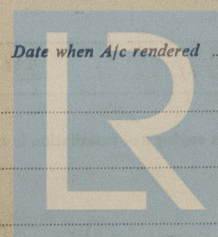
PROPELLERS

OTHER IMPORTANT ITEMS

Is the installation a duplicate of a previous case? no If so, state name of vessel -
Date of approval of plans for crankshaft 18.6.57 Straight shafting 30.10.62 Hamburg Clutch -
7.12.62 London Gearing -
Separate oil fuel tanks - Pumping arrangements - Oil fuel arrangements -
Cargo oil pumping arrangements - Air receivers - Aux./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 24.10.62
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 Special Survey Fee DM 869.-
Decision 1 crankshaft DM 80.-
1 running test DM 120.-

Expenses 30.-
Total ... DM 1099.-
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Date when A/c rendered 19.4.1963



Lloyd's Register
Foundation