

Rpt. 4b

PLEASE RETURN THIS REPORT
WITH YOUR FIRST ENTRY.

Date of writing report 2-10-61 Received London Port Nantes No. 869
Survey held at Saint Nazaire No. of visits In shops 34 First date 29-9-60 Last date 20-9-61
On vessel

FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

No. in R.B. Name "NORWID" Gross tons
Owners Polish Ocean Lines Managers Port of Registry
Hull built at Grand Quevilly By Ch. Réunis, Loire Normandie Yard No. R 323 Year Month
Main Engines made at Saint Nazaire By Chantiers de l'Atlantique Eng. No. G 2I N° 389 When 9-1961
Gearing made at By
Donkey boilers made at Saint Nazaire By Chantiers de l'Atlantique Blr. Nos. 2605 When 5-1961
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

Is ship to be classed for navigation in ice? Is ship intended to carry petroleum in bulk?

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 may 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 the port and report number should be stated.

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

MAIN RECIPROCATING ENGINES. Licence Name and Type No. Sulzer, 8 S A D 72 Type

No. of cylinders per engine 8 Dia. of cylinders 720 mm stroke(s) 1250 mm 2 or 4 stroke cycle 2 Single or double acting Single

Maximum approved BHP per engine 7200 at 125 RPM of engine and RPM of propeller.

Corresponding MIP (For DA engines give MIP top & bottom) Maximum cylinder pressure 60 kg/cm2 Machinery numeral 1440

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? NO 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? through ports No. and type of mechanically driven scavenge pumps or blowers per

engine and how driven 8 attached M.E. driven reciprocating scavenge pumps

No. of exhaust gas driven scavenge blowers per engine Two 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 None No. of scavenge air coolers Scavenge air pressure at full

power 550 mm Hg Are scavenge manifold explosion relief valves fitted? Yes

FOUR STROKE ENGINES. Is the engine supercharged? 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?

TWO & FOUR STROKE ENGINES—GENERAL. No. of valves per cylinder: Fuel One Inlet Exhaust Starting one Safety one

Material of cylinder covers steel Material of piston crowns Cr. Mo steel Is the engine equipped to operate on heavy fuel oil?

Cooling medium for:—Cylinders fresh water Pistons oil Fuel valves fresh water 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? no Entablature? no Is the crankcase separated from the

underside of pistons? no Is the engine of crosshead or trunk piston type? cross head Total internal volume of crankcase 85 M3 No. and total area of explosion relief

devices 8 x 1500 cm2 Are flame guards or traps fitted to relief devices? traps Is the crankcase readily accessible? yes If not, must the engine be removed for

overhaul of bearings, etc? Is the engine secured directly to the tank top or to a built-up seating? How is the engine started? compressed air

Can the engine be directly reversed? yes If not, how is reversing obtained?

Has the engine been tested working in the shop? yes How long at full power? 6 hours at 125 RPM, 1 hour at 128,5/129 RPM

CRANK & FLYWHEEL SHAFTING. Date of approval of torsional vibration characteristics of the propelling machinery system 21-7-60 State barred speed range(s), if imposed

for working propeller Be run 9/5/62 Is a governor fitted? yes Is a torsional vibration damper or detuner fitted to the shafting? NO

Where positioned? Type No. of main bearings 10 Are main bearings of ball or roller

type? no Distance between inner edges of bearings in way of crank(s) 910 mm Distance between centre lines of side cranks or eccentrics of opposed piston engines

Crankshaft type: Built, semi-built, solid. (State which) semi built 835

Diameter of journals 490 mm Diameter of crankpins Centre 490 mm Breadth of webs at mid-throw 243 mm Axial thickness of webs 305 mm

If shrunk, radial thickness around eyeholes 245 mm Are dowel pins fitted? no Crankshaft material Journals forged steel Minimum 50 kg/mm2

Diameter of flywheel 2424 mm Weight 3960 kgs Are balance weights fitted? no Total weight Radius of gyration

Diameter of flywheel shaft 490 mm Material forged steel Minimum approved tensile strength 50 kg/mm2

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

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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 engine has been constructed under Special Survey in accordance with approved plans, Rules Requirements and Secretary's letters.

The quality of material and workmanship are good.

On completion, it was tested in the workshop under full working conditions, found satisfactory and has now been despatched to Rouen for installation in the ship.

This engine will be eligible in my opinion to be classed with the notation +IMC when it has been satisfactorily installed under survey in the ship and tested at sea to the satisfaction of the Society's Surveyors.

A. Marechaux
A. MARÉCHAUX

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 Par.790 JB. ✓

Journals: 786A.786B.787.788A.788B.789.786A^I.786B^I. JB. PAR. ✓

CRANKSHAFT OR ROTORSHAFT Cranks: 748.749.750.751.752.753.754.755. JB. PAR. ✓

FLYWHEEL SHAFT as thrustshaft. ✓

THRUSTSHAFT PAR 77I A & B. JB. ✓

GEARING none

INTERMEDIATE SHAFTS

SCREW AND TUBE SHAFTS

PROPELLERS

OTHER IMPORTANT ITEMS Cyl. heads. 2807.2814.2819.2827.2842.2843.2822.2823. VLN. AWH. ✓

Piston heads: 4x 2825, 5x 2826 VLN. HT. - Crosshead pins: 2x 2767, 2x 2768, 2x 2769, 2x 2770, VLN. HT. ✓

I8 I/2 bearings: 2795, 2796, VLN, AWH. ✓

Is the installation a duplicate of a previous case?

If so, state name of vessel

Date of approval of plans for crankshaft 10-2-60

Straight shafting

Gearing

Clutch

Separate oil fuel tanks

Pumping arrangements

Oil fuel arrangements

Cargo oil pumping arrangements

Air receivers

29-4-60

Donkey boilers

24-11-60

Dates of examination of principal parts:—

Fitting of stern tube

Fitting of propeller

Completion of sea connections

Alignment of crankshaft in main bearings

6-4-61
20-10-61

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

FRIDAY 20 JUL 1962

Special Survey Fee

7.926,00 NF

Decision

See Rou 38

Expenses

NF: 457,50

Date when A/c rendered



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