

Rpt. 4b

112 JUL 1963

Date of writing report 4.7.63 Received London Port MANCHESTER No. 840
Survey held at MANCHESTER No. of visits In shops 12 First date 14.3.63 Last date 12.6.63

FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

No. in R.B. Name Ross & Marshall Ltd., Gross tons
Owners Managers Port of Registry Year Month
Hull built at Greenock By Scotts Shipbuilding & Engrs. Ltd. Yard No. 695 When
Main Engines made at Openshaw By Crossley Bros. Ltd., Cont: 16424 Eng. No. 148466 When 63 6

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 Heavy Oil Engine driving thro 3.75:1 MWD. Gearbox & Metalastik coupling.

MAIN RECIPROCATING ENGINES. Licence Name and Type No. Crossley EGI6/75 Type.
No. of cylinders per engine 6 Dia. of cylinders 7" stroke(s) 9" 2 or 4 stroke cycle Two Single or double acting Single.
Maximum BHP per engine approved for this installation 300 at 750 RPM of engine and 200 RPM of propeller.
Corresponding MIP 92 (For DA engines give MIP top & bottom) Maximum cylinder pressure 1280 PSI Machinery numeral 60

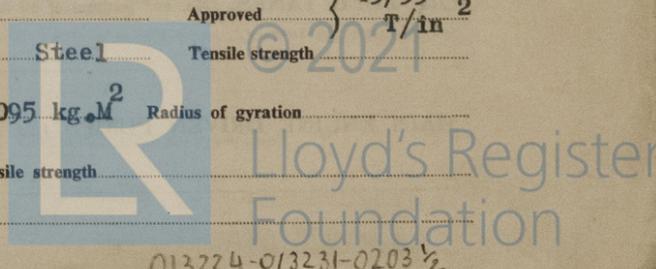
Are the cylinders arranged in Vee or other special formation? No If so, number of crankshafts per engine
TWO STROKE ENGINES. Is the engine of opposed piston type? No If so, how are upper pistons connected to crankshaft?
Is the exhaust discharged through ports in the cylinders or through valve(s) in the cylinder covers? Ports No. and type of mechanically driven scavenge pumps or blowers per engine and how driven One gear
No. of exhaust gas driven scavenge blowers per engine None 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? Yes

TWO AND FOUR STROKE ENGINES. Is the engine supercharged? No Are the undersides of the pistons arranged as supercharge pumps? No No. of exhaust gas driven blowers per engine None No. of supercharge air coolers per engine Supercharge air pressure Can engine operate without supercharger?
No. of valves per cylinder: Fuel One Inlet Two Exhaust Starting One Safety One
Material of cylinder covers Cast Iron Material of piston crowns Cast Iron Is the engine equipped to operate on heavy fuel oil? No
Cooling medium for: Cylinders Fresh Water Pistons Oil Splash Fuel valves 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? Trunk Total internal volume of crankcase 19.14 No. and total area of explosion relief devices 2 x 16.18 Are flame guards or traps fitted to relief devices? Yes 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 reversed? No If not, how is reversing obtained? by gearbox.

Has the engine been tested working in the shop? Yes How long at full power? 5 hours.
CRANK & FLYWHEEL SHAFTING. Date of approval of torsional vibration characteristics of the propelling machinery system 6.3.63 State barred speed range(s), if imposed for working propeller None For spare propeller None Is a governor fitted? Yes Is a torsional vibration damper or detuner fitted to the shafting? No
Where positioned? Type No. of main bearings 7 Are main bearings of ball or roller type? plain Distance between inner edges of bearings in way of crank(s) 8-7/8" Distance between centre lines of side cranks or eccentrics of opposed piston engines

Crankshaft type: Built, semi-built, solid. (State which) Solid
Diameter of journals 4 3/4" Diameter of crankpins Centre 4 3/4" Breadth of webs at mid-throw As appd. Axial thickness of webs As appd.
If shrunk, radial thickness around eyeholes Are dowel pins fitted? Crankshaft material: Journals OH Minimum 45/55 Approved T/in 2 Webs Steel Tensile strength
Diameter of flywheel 28" Weight 592 Are balance weights fitted? Yes Total weight 2.095 kg.M 2 Radius of gyration
Diameter of flywheel shaft Material Minimum approved tensile strength
Flywheel shaft: separate, integral with crankshaft, integral with thrustshaft. (State which) Integral.



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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 heavy oil engine has been constructed under special survey of tested materials and in accordance with the Rules, approved plans and Secretary's letters. The materials and workmanship are good. The engine coupled to a dynamometer was tested at the Engine Builders works and the governor tested and all found satisfactory.

In my opinion this engine when properly installed on the ship and sea trials witnessed by a Surveyor is eligible for the notation +LMC with date.

Attached Certs. Crank BHM. 8449.

SC. Crank LON. D. 29623

Air Receiver

Conn. Rod. Cert. C.56387

*James L. Murray*  
 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 BHM. 177 23.8.62

CRANKSHAFT OR ROTORSHAFT LR. BHM. 772 & JCM 15.3.63

Scavenge FLYWHEEL SHAFT LON. 6932 & JCM 29.3.63.

THRUSTSHAFT

GEARING

INTERMEDIATE SHAFTS

SCREW AND TUBE SHAFTS

PROPELLERS

OTHER IMPORTANT ITEMS

Is the installation a duplicate of a previous case? Cont. 16255 If so, state name of vessel \_\_\_\_\_

Date of approval of plans for crankshaft 27.11.53 Straight shafting \_\_\_\_\_ Gearing \_\_\_\_\_ Clutch \_\_\_\_\_

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 27.3.63

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 £32. 0. 0d.

Decision \_\_\_\_\_ Expenses £ 1. 5. 0d.

Date when A/c rendered