

workmanship as fully as possible
 4c
 ers, writing report 11th April, 1958 Received London 22 APR 1958 Port of Vienna No. C, 00527
 the tes id at Vienna No. of visits 3 First date 3rd March, 58 Last date 10th April, 1958

FIRST ENTRY REPORT ON AUXILIARY INTERNAL COMBUSTION ENGINES

of Ship Piloto Pardo Owners Chilian Government
 Contract No. if name unknown. (Or Consignees)
 built at Haarlem by Haarlem'sche Scheepsbouw when 1958 Yard No. 552
 Primary Engines or Gas Turbines made at Vienna by Messrs. Warchalowski when 1958 Eng. Nos. 26602
 No. of sets and description (including type name) 1 x U2I

INTERNAL COMBUSTION RECIPROCATING ENGINES. No. of cylinders per engine 2 Dia. of cylinders 120 mm Stroke 140 mm
 stroke cycle 4 Maximum approved BHP 38 at 1800 RPM Corresponding MIP 7.5 kg/cm² Maximum pressure 62 kg/cm²
 Oil Are cylinders arranged in Vee or other special formation? in Vee If so, No. of
 shafts per engine 1 Is engine of opposed piston type? - No. and type of mechanically driven scavenge pumps or blowers
 No. of exhaust gas driven blowers or superchargers per engine - Is welded construction
 Bedplate? - Entablature? - Total Internal volume of crankcase (if 20 cu. ft. or over) - No. and total area of
 explosion relief devices - Are flame guards or traps fitted? - Cooling medium for: Cylinders air
 No. of attached pumps: F.W. cooling - S.W. cooling - Lubricating oil 1 How is engine started? hand
electrically

FITTING. Is a damper or detuner fitted? - No. of main bearings 2 Are bearings of ball or roller type? 1 bearing Distance between
 edges of bearings in way of cranks 195 mm Crankshaft: Built, semi-built, solid Material of crankshaft SM-Steel Approved
 minimum tensile strength 75 kg/mm² Dia. of pins 70 mm Journals 80/110 mm Breadth of webs at mid throw 120 mm Axial
 thickness 36 mm If shrunk, radial thickness around eyeholes - Dia. of flywheel 600 mm Weight 146 kgs. Are balance
 weights fitted? yes Total weight 10.9 Kgs. Rad. of gyration 70 mm Dia. of flywheel shaft -
 Has each engine been tested in shop? yes How long at full power? 4 hours Was it tested with driven machinery attached? no Was the
 engine tested and found satisfactory? yes Date of approval of torsional vibration characteristics (for engines of 150 BHP and over) -
 Date of approval of shafting 21/3/58 Identification marks on shafting 8 RC
 Particulars of driven machinery -
 No. and No. of Certificate for Starting Air Receivers -

AUXILIARY GAS TURBINES. BHP per set - At - RPM of output shaft. Open or closed cycle? -
 Arrangement of turbines. HP drives - at - RPM HP gas inlet temp. - pressure -
 IP - at - IP - - - -
 LP - at - LP - - - -
 No. of air compressors per set - Centrifugal or axial flow type? - Material of turbine blades -
 Material of compressor blades - No. of air coolers per set - No. of heat exchangers per set - How are
 turbines started? - Are the turbines operated in conjunction with free piston gas generators? -
 No. of free piston gas generators - Dia. of working pistons - Dia. of compressor pistons - No. of double strokes
 per minute at full power - Gas delivery pressure - Gas delivery temperature -
 Have the turbines and attached equipment been tested in shop? - How long at full power? - Were they tested with driven machinery
 attached? - Particulars of gearing -
 Date of approval of plans - Identification marks - Particulars of driven machinery -

ELECTRIC GENERATORS. Port and No. of Certificate for generators of 100 Kw. and over -
 For generators under 100 Kw., has Makers' Certificate been obtained? - Are Certificates attached? -

The foregoing description is correct and the particulars are as approved for torsional vibration characteristics (strike out words not applicable)
 Manufacturer Wien III, Paulusgasse Nr. 3
 Is this machinery duplicate of a previous case? - If so, which? -

GENERAL REMARKS. State if the machinery has been constructed under special survey in accordance with the Rules, approved plans and Secretary's letters.
 The quality of materials and workmanship. Where existing machinery is submitted for classification the circumstances should be explained as fully as possible.
 The heavy oil engine has been constructed under special survey in accordance with the Rules and Secretary's letters dated 15th and 31st January, 1958. The material used in the construction was found to be good and the workmanship satisfactory. The engine was tested running on Makers' test bed under full load and 110 % of full load with satisfactory results. In my opinion the engine can be recommended for notation +L.M.C. subject to its installation on board in accordance with the Rules in a well ventilated position.

Survey Fee -
 Expenses -
 Date when a/c rendered -

Declaration to be signed by Surveyor at fitting-out Port:— The above described machinery has been fitted on board the -
- in a proper manner and found satisfactory when tested on the (date) - under full working conditions.



Sherry
 Engineer Surveyor to Lloyd's Register

Engineer Surveyor to Lloyd's Register

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