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g report 26.12.56 Received London 16 MAR 1957 Port Köln No. 216

t Köln-Deutz No. of visits 4 First date 7.12.56 Last date 12.12.56

IRST ENTRY REPORT ON AUXILIARY INTERNAL COMBUSTION ENGINES

ip H.D. 23347013
ct No. if name unknown). Owners Joh. Grodtmann, Hamburg (Or Consignees)

t – by – when – Yard No. –

ngines or Gas Turbines made at Köln-Deutz by Klöckner-Humboldt-Deutz AG. when 12.56 Eng. Nos. 37837

f sets and description (including type name) one airless injection heavy oil A2L 514

L COMBUSTION RECIPROCATING ENGINES. No. of cylinders per engine 2 Dia. of cylinders 110 mm Stroke 140 mm

e cycle 4 Maximum approved BHP 25 at 1500 RPM Corresponding MIP 6.77 kg/cm² Maximum pressure 70 kg/cm²

iesel Are cylinders arranged in Vee or other special formation? no If so, No. of

per engine – Is engine of opposed piston type? no No. and type of mechanically driven scavenge pumps or blowers

one cooling blower No. of exhaust gas driven blowers or superchargers per engine none Is welded construction

dplate? no Entablature? no Total internal volume of crankcase (if 20 cu. ft. or over) 39 ltrs. No. and total area of

xplosion relief devices none Are flame guards or traps fitted? no Cooling medium for: Cylinders air

none No. of attached pumps: F.W. cooling – S.W. cooling – Lubricating oil one How is engine started? with hand

. Is a damper or detuner fitted? no No. of main bearings 2 Are bearings of ball or roller type? no Distance between

of bearings in way of cranks 216 mm Crankshaft: Built, semi-built, solid. Material of crankshaft Chr.-Steel Approved

Y.P. 60 kg/mm²
nsile strength 80 kg/mm² Dia. of pins 75 mm Journals 75 mm Breadth of webs at mid throw 116 mm Axial

27 mm If shrunk, radial thickness around eyeholes – Dia. of flywheel 455 mm Weight 149 kg Are balance

d? yes Total weight 7.86 kg Rad. of gyration 70 mm Dia. of flywheel shaft –

gine been tested in shop? yes How long at full power? 6 hours Was it tested with driven machinery attached? water brake Was the

sted and found satisfactory? yes Date of approval of torsional vibration characteristics (for engines of 150 BHP and over) –

oval of shafting 10.7.52 Identification marks on shafting LLOYD'S KLN. 174/5 H.B. 19.2.54

f driven machinery unknown

. of Certificate for Starting Air Receivers –

GAS TURBINES. BHP per set – At – RPM of output shaft. Open or closed cycle? –

of turbines. HP drives – at – RPM HP gas inlet temp. – pressure –

n should be
gas cycle) IP ,, – at – ,, IP ,, ,, ,, – ,, –

LP ,, – at – ,, LP ,, ,, ,, – ,, –

mpressors per set – Centrifugal or axial flow type? – Material of turbine blades –

ompressor blades – No. of air coolers per set – No. of heat exchangers per set – How are

ed? – Are the turbines operated in conjunction with free piston gas generators? –

free piston gas generators – Dia. of working pistons – Dia. of compressor pistons – No. of double strokes

full power – Gas delivery pressure – Gas delivery temperature –

ines and attached equipment been tested in shop? – How long at full power? – Were they tested with driven machinery

– Particulars of gearing –

val of plans – Identification marks – Particulars of driven machinery –

GENERATORS. Port and No. of Certificate for generators of 100 Kw. and over –

under 100 Kw., has Makers' Certificate been obtained? – Are Certificates attached? –

description is correct and the particulars are as approved for torsional vibration characteristics (strike out words not applicable)

Klöckner-Humboldt-Deutz
Aktiengesellschaft
Manufacturer

ry duplicate of a previous case? yes If so, which? Howaldtswerke AG., Hamburg KLM. Apt. No. 116

EMARKS. State if the machinery has been constructed under special survey in accordance with the Rules, approved plans and Secretary's letters. f materials and workmanship. Where existing machinery is submitted for classification the circumstances should be explained as fully as possible.

gine has been constructed under special survey of tested materials and is in
nce with the Secretary's letters, approved plans and Rules Requirements. The
ls and workmanship are good and the engine, when tested in the shops under
l overload conditions was found to function satisfactorily. The governor tests
so satisfactory. This engine, in my opinion, is suitable for installtion in
classed with the Society.

l 80.--
l 50,--
13.--
endered 6.3.57 R 693

Engineer Surveyor to Lloyd's Register

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.

Engineer Surveyor to Lloyd's Register

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