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of writing report 22.10.56 Received London 21 NOV 1956 Port Köln No. 162

y held at Köln-Deutz No. of visits 4 First date 7.9.56 Last date 17.10.56

FIRST ENTRY REPORT ON AUXILIARY INTERNAL COMBUSTION ENGINES

ne of Ship MARGRETHE ROBBERT Owners Ad. Strüver GmbH., Hamburg
Contract No. if name unknown). (Or Consignees)

Built at – by – when – Yard No. –

iliary Engines or Gas Turbines made at Köln-Deutz by Klöckner-Humboldt-Deutz AG when 9.56 Eng. Nos. 2111746-51

l No. of sets and description (including type name) One airless injection heavy oil engine A6M 517

ERNAL COMBUSTION RECIPROCATING ENGINES. No. of cylinders per engine 6 ✓ Dia. of cylinders 130mm ✓ Stroke 170 mm

4 stroke cycle 4 ✓ Maximum approved BHP 128 ✓ at 1500 ✓ RPM Corresponding MIP 6.84 kg/cm² ✓ Maximum pressure 70 kg/cm² ✓

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

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

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

d for: Bedplate? no Entablature? no Total internal volume of crankcase (if 20 cu. ft. or over) 120 ltr. / 8.0 No. and total area of

nkcase explosion relief devices no Are flame guards or traps fitted? – Cooling medium for: Cylinders water

ons – No. of attached pumps: F.W. cooling – S.W. cooling one Lubricating oil one How is engine started? with air

AFTING. Is a damper or detuner fitted? no No. of main bearings 7 Are bearings of ball or roller type? no Distance between

er edges of bearings in way of cranks 137 mm Crankshaft: Built, semi-built, solid. Material of crankshaft Chr - Steel Approved

imum tensile strength YP. 60 kg/mm² 80 kg/mm² Dia. of pins 85 mm ✓ Journals 90 mm ✓ Breadth of webs at mid throw 130 mm ✓ Axial

kness 32.5 ✓ If shrunk, radial thickness around eyeholes – Dia. of flywheel 520 mm ✓ Weight 92 kg ✓ Are balance

ghts fitted? no Total weight – Rad. of gyration – Dia. of flywheel shaft – ✓

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

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

te of approval of shafting 21.3.51 Identification marks on shafting Lloyd's DSF. 241 H.S. 17.4.56 ✓

rticulars of driven machinery unknown

r and No. of Certificate for Starting Air Receivers –

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

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

small diagram should be ched showing gas cycle) IP ,, – at – ,, IP ,, ,, ,, – ,, –

LP ,, – at – ,, LP ,, ,, ,, – ,, –

. of air compressors per set – Centrifugal or axial flow type? – Material of turbine blades –

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

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

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

minute at full power – Gas delivery pressure – Gas delivery temperature –

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

ached? – Particulars of gearing –

te of approval of plans – Identification marks – Particulars of driven machinery –

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

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

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

Klöckner-Humboldt-Deutz Aktiengesellschaft Manufacturer

his machinery duplicate of a previous case? yes If so, which?

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

This engine has been constructed under special survey of tested materials and is in accordance with the Secretary's letters, approved plans and Rules Requirements. The materials and workmanship are good and the engine, when tested in the shops under full and overload conditions, was found to function satisfactorily. The governor tests were also satisfactory. This engine, in my opinion, is suitable for installation in a vessel classed with the Society.

vey Fee 200.-
R.T. 100.-
enses 30.-
e when a/c rendered 13.11.56 R 479

Engineer Surveyor to Lloyd's Register

laration 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.

Engineer Surveyor to Lloyd's Register

H.Q. 7.3.57

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