

AUXILIARY

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS

No. 337

AUG 23 1939

pt. 4c.

Form No. 677212

Received at London Office

Date of writing Report 17.8.1939 when handed in at Local Office 14.8.1939 Port of Düsseldorf

No. in Survey held at Cologne Date, First Survey 30.6.1937 Last Survey 11.8.1939 Number of Visits 6

on the Single Screw vessel "HELLESUND" Tons Gross 366 Net 177

Refitted at Moss By whom Moss mekaniske Verksted Yard No. When built

Port belonging to Eng. No. 629707 When made 1939

Oil Engines made at Cologne By whom made Klöckner-Humboldt-Deutz AG Contract No. When made

Generators made at By whom made Contract No. When made

No. of Sets 1 Aux. Engine Brake Horse Power 8 Nom. Horse Power as per Rule 2.3 Total Capacity of Generators Kilowatts.

TYPE OF ENGINES, &c.—Type of Engines Heavy Oil Engine M.A.H. 714 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 50 kg/cm² Diameter of cylinders 100 mm Length of stroke 140 mm No. of cylinders 1 No. of cranks 1

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 252 mm Is there a bearing between each crank yes

Revolutions per minute 1250 Flywheel dia. 2 x 600mm Weight 2 x 45 kg Means of ignition sol. inject Kind of fuel used on test bed gas oil

Crank Shaft, dia. of journals as per Rule 60 mm Crank pin dia. 62 mm Crank Webs Mid. length breadth 95 mm Thickness parallel to axis

Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thickness of cylinder liners 11 mm

Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication forced

Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material

Cooling Water Pumps, No. none Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Lubricating Oil Pumps, No. and size 1 pump driven by an eccentric. Capacity: 43 lts/h

Air Compressors, No. No. of stages Diameters Stroke Driven by

Scavenging Air Pumps, No. Diameter Stroke Driven by

AIR RECEIVERS:—Have they been made under Survey State No. of Report or Certificate

Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Can the internal surfaces of the receivers be examined What means are provided for cleaning their inner surfaces

Is there a drain arrangement fitted at the lowest part of each receiver

High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

Starting Air Receivers, No. Total cubic capacity Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

ELECTRIC GENERATORS:—Type Pressure of supply volts. Full Load Current Amperes. Direct or Alternating Current

If alternating current system, state the periodicity Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on and off

Generators, are they compounded as per rule is an adjustable regulating resistance fitted in series with each

Are all terminals accessible, clearly marked, and furnished with sockets

Are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched Are the lubricating arrangements of the generators as per Rule

If the generators are under 100 kw. full load rating, have the Makers supplied certificates of test and do the results comply with the requirements

If the generators are 100 kw. or over have they been built and tested under survey

PLANS. Are approved plans forwarded herewith for Shafting 214038 A 1.10.37 Receivers Separate Tanks

SHAFTING As per Rules!

The foregoing is a correct description,

Klöckner-Humboldt-Deutz AG

Manufacturer.



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Dates of Survey while building { During progress of work in shops - - } 30.6., 12.7. 1937. 22.2., 23.2., 4.8., 11.8.1939.
 { During erection on board vessel - - - }
 { Total No. of visits

Dates of Examination of principal parts—Cylinders 4.8. Covers 4.8., 11.8. Pistons 11.8. ~~xxxxxx~~ Liners ~~xxxxxx~~ 4.8., 11.8.

Connecting rods 22.2., 23.2., 11.8. Crank ~~and pistons~~ shafts 30.6., 12.7., 11.8. Intermediate shafts

Crank ~~and pistons~~ shafts, Material Mangan. Steel Identification Marks LLOYD'S 4021 H.B. 4.8.39.

Intermediate shafts, Material Connecting rods: Identification Marks 398 H.B.

Identification marks on Air Receivers

Is this machinery duplicate of a previous case yes If so, state name of vessel Victoria Shipyard's No. 237
 (Düsseldorf Report No. 144)

General Remarks (State quality of workmanship, opinions as to class, &c.)

This auxiliary engine has been constructed under special survey in accordance with the Society's Rules and Regulations as well as with the approved plan and the instructions thereto. The auxiliary engine has been tested on Makers' test bed in the presence of the undersigned under full load during 7 hours and 10 % overload during 1 hour and was found working satisfactory during these trials. After trials all working parts have been opened out for examination and were found in good condition. The material used in the construction was found to be good and the workmanship satisfactory.

A copy of this report has been forwarded to the Society's Oslo Surveyors.

1m.57.—Transfer. (The Surveyors are requested not to write on or below the space for Committee Minute.)

The amount of Fee ... RM 50.-
 Travelling Expenses (if any) RM 10.-

Drummond
 When applied for, 2.8.1939
 When received, 12.7.12
Payments assumed

J. P. Smith
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

See Bgn. Rpt. 2837



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