

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS

No. 313

MAR 20 1939

Date of writing Report 10.3.1939 When handed in at Local Office 17.3.39.10 Port of Düsseldorf

No. in Survey held at Cologne Date, First Survey 27.6.38. Last Survey 9.3.1939.

Reg. Book. Single on the ~~Turn~~ Triple Screw vessel MV "KYLE FISHER" Tons Gross 608 Net

Built at Heusden By whom built De Haan & Oerlemans Yard No. 205 When built 1939

Owners James Finnis & Sons Port belonging to BARROW IN FURNES

Oil Engines made at Cologne By whom made Klöckner-Humboldt-Deutz A.G. Engine No. 547613-14 When made 1939

Generators made at By whom made Contract No. When made

No. of sets 2 aux Engine Brake Horse Power 2 x 14 Nom. Horse Power as per Rule 2 x 4 Total Capacity of Generators Kilowatts.

OIL ENGINES, &c.—Type of Engines Heavy oil engines F 2 M 414 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 55 kg/cm² Diameter of cylinders 100 mm Length of stroke 140 mm No. of cylinders 2 No. of cranks 2

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 336 mm Is there a bearing between each crank no

Revolutions per minute 1100 Flywheel dia. 560 mm Weight 212 kg Means of ignition solid inj. Kind of fuel used on test bed gas oil

Crank Shaft, dia. of journals as per Rule 65 mm Crank pin dia. 75 mm Crank Webs Mid. length breadth 100 mm Thickness parallel to axis

Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule 57 mm Mid. length thickness 40.5 mm Thickness around eyehole

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 ~~water~~ water cooled or lagged with non-conducting material no

Cooling Water Pumps, No. 1 cog. wheel type pump. 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: 4.2 lts. per min.

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

shunt field 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 225776 A 23.4.38 Receivers Separate Tanks

SHAFTING GEAR as per Rules

The foregoing is a correct description.

Klöckner-Humboldt-Deutz AG

Manufacturer.



© 2020

Lloyd's Register Foundation

005337-005343-0162

Dates of Survey while building { During progress of work in shops - - } 27.6.- 30.6.38.- 7.3.- 9.3.39.
{ During erection on board vessel - - - }
Total No. of visits

Dates of Examination of principal parts—Cylinders 7.3.-9.3.- Covers 7.3.-9.3.- Pistons 9.3. Piston rods

Connecting rods 27.6.- 30.6.- 9.3. Crank and Flywheel shafts 27.6.- 30.6.- 9.3. Intermediate shafts

Crank and Flywheel shafts, Material Chrom.- Molybd. - Steel Identification Marks Lloyd's 3774
3775 H.B. 9.3.39.

~~XXXXXXXXXXXXXXXXXXXX~~ connecting rods..... Identification Marks 316 H.B.

Identification marks on Air Receivers

Is this machinery duplicate of a previous case no If so, state name of vessel

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

These auxiliary engines have 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 material used in the construction was found to be good and the workmanship satisfactory. The auxiliary engines have been tested on Makers' test^{bed} in the presence of ~~of~~ the undersigned under full load during 7 hours and 10 % overload during 1 hour and were found working satisfactory during these trials. After trials all working parts have been opened out for examination and were found in good condition.

A copy of this report has been forwarded to the Rotterdam Office.

The amount of Fee ... RM : 100.- When applied for, 17.3.1939

Travelling Expenses (if any) RM : 20.- When received, 11.4.1939

Düsseldorf

A/c No. 14317

H. Briggemann
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

TUE 6 JUN 1939

See P.E. machy rpl.



© 2020

Lloyd's Register
Foundation