

REPORT ON **AUXILIARY INTERNAL COMBUSTION RECIPROCATING ENGINES**

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

-6. MAY 1966

Ship's Name (or contract No.) **m.s. "ALTEFAHR"** Port **Groningen**

Gross tons **299.43** Date of completing rpt. **30-4-66** Rpt. No. **4017e**

Place of survey, if different from above **Martenshoek.**

No. of visits in shops/ + **4** First date **27-10-65** Last date **18-11-65**  
on board.

Ship built by **Scheepswerf Hoogezand N.V.** Yard No. **128**

Aux. engines made by **VEB Dieselmotorenwerk, Leipzig.** Eng. No. **6205, 6206.** When **1965**

Fee **no fee charged.** Expenses

Description (including type name)		<b>3-NVD 21.</b>	No. of sets	<b>2</b>	
No. of cylinders, each engine	<b>3</b>	No. of exhaust gas driven blowers/superchargers, each engine	<b>none</b>		
Dia. of cylinders	<b>150 mm.</b>	Is welded construction used for	Bedplate?	<b>no.</b>	
Stroke	<b>210 mm.</b>		Entablature?	<b>no.</b>	
2 or 4 stroke cycle	<b>4</b>	Total internal volume of crankcase, if 20 cu.ft. or over	<b>less 20 cub.ft.</b>		
Approved service B.H.P., each engine	<b>67</b>	Crankcase explosion relief devices	No.	<b>-</b>	
Corresponding R.P.M.	<b>1000</b>		Total area	<b>-</b>	
Corresponding M.I.P.	<b>5.5 kg/cm<sup>2</sup></b>	Are flame guards or traps fitted to relief devices?	<b>-</b>		
Maximum cyl. pressure	<b>63 kg/cm<sup>2</sup></b>	Cooling medium for	Cylinders	<b>FW</b>	
Fuel	<b>Diesel</b>		Pistons	<b>-</b>	
If cylinders in vee or other special formation, state	Angle of vee No. of crankshafts, each engine		Fuel valves	<b>-</b>	
Is engine of opposed piston type?	<b>no.</b>	No. of attached pumps	F.W. COOLING		
No. and type of mechanically driven scavenge pumps/blowers, each engine	<b>none</b>		S.W. COOLING		LUB. OIL
			<b>one</b>	<b>one</b>	
			<b>one</b>	<b>one</b>	
		How is engine started?	<b>compr. air.</b>		

**SHAFTING**

Is a damper or detuner fitted?	<b>no.</b>	Dia. of journals	<b>96 mm.</b>	
Type	<b>-</b>	Webs	Breadth at mid-throw	<b>150 mm.</b>
No. of main bearings	<b>4</b>		Axial thickness	<b>53 mm.</b>
Are bearings of ball or roller type?	<b>Plain</b>		If shrunk, radial thickness around eyeholes	<b>-</b>
Distance between inner edges of bearings in way of cranks			Nominal shrinkage allowance if dowel pins are not fitted	<b>-</b>
Is crankshaft built, semi-built or solid?	<b>Solid.</b>	Flywheel	Diameter	<b>640 mm.</b>
Material of crankshaft	<b>SM steel.</b>		Weight	<b>174 kg.</b>
Minimum approved tensile strength	<b>-</b>	Are balance weights fitted?	<b>no.</b>	
Dia. of crankpins	<b>-</b>	Total weight of balance weights	<b>-</b>	
		Radius of gyration	<b>-</b>	
		Dia. of flywheel shaft	<b>-</b>	

NOTE:—The particulars in this report are to be given as fully and as clearly as possible. Where the answer is "NO" or "NONE" say so. Ticks and other signs of doubtful meaning are not to be used. Wording not applicable to be cancelled.

Has each engine been tested in the shop? acc.cert.Yes.

Was it tested with driven machinery attached? yes on board.

How long at full power? 5 hours.

Was the governing tested and found satisfactory? yes

DATE OF APPROVAL OF TORSIONAL VIBRATION CHARACTERISTICS

(If 150 B.H.P. or over)

PARTICULARS OF DRIVEN MACHINERY

50 KVA Generator. (SR type).

PORT & No. OF CERTIFICATES FOR STARTING AIR RECEIVERS

ELECTRIC GENERATORS (Copies of certificates to be forwarded)

If 100 kW or over {	Port	-	If less than 100 kW, have makers' certificates been supplied? <u>yes</u>
	No. of cert.	-	

DECLARATION TO BE SIGNED BY ENGINE BUILDERS

To the best of our knowledge this machinery has been soundly constructed in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping, and the foregoing particulars of auxiliary sets are correct.

(date)

(signature)

DATES OF APPROVAL OF PLANS

IDENTIFICATION MARKS ON SHAFTING

A previous similar case was for (name or contract No.) 1-6184/85.

Engine No.

Rpt. No. 3072e

The machinery reported above has been constructed ~~in accordance with the Rules, approved plans~~ in accordance with the Rules, approved plans and Secretary's letters. The materials and workmanship are good, the spare gear required by the Rules has been supplied and the machinery is eligible, in my opinion, to be fitted in a classed ship.

J. Baart.

*Surveyor to Lloyd's Register of Shipping*

DECLARATION TO BE COMPLETED AND SIGNED BY THE SURVEYOR AT THE PORT OF INSTALLATION

The above machinery has been fitted in m.s. "ALTEFAHR", Yardno. 128

at Martenshoek

in a proper manner and found satisfactory

when tested on (date) 19-2-66

under full working conditions.

J. Baart.

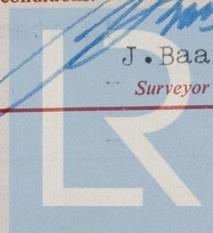
*Surveyor to Lloyd's Register of Shipping*

Date of Committee

FRIDAY 27 MAY 1966

Minute

See Rpt. 1.



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NOTE.—Where existing machinery is submitted for classification, the circumstances are to be explained as fully as possible, and the recommendation should be suitably amended.