

L.R. 436 c

pt. 4c

Date of writing report 14.1.58 Received London Port Köln No. 321
Survey held at Köln-Deutz No. of visits 6 First date 13.11.57 Last date 27.11.57

FIRST ENTRY REPORT ON AUXILIARY INTERNAL COMBUSTION ENGINES

Name of Ship H.D. 2337/7017 Owners Valcke Frères S.A., Antwerp
Or Contract No. if name unknown (Or Consignees)

Ship Built at by when Yard No.
Auxiliary Engines or Gas Turbines made at Köln-Deutz by Klöckner-Humboldt-Deutz AG when 11.57 Eng. Nos. 2149448-55
Total No. of sets and description (including type name) one airless injection heavy oil engine A8M 428

INTERNAL COMBUSTION RECIPROCATING ENGINES. No. of cylinders per engine 8 Dia. of cylinders 220 mm Stroke 280 mm
or 4 stroke cycle 4 Maximum approved BHP 310 at 600 RPM Corresponding MIP 6.56 kg/cm² Maximum pressure 60 kg/cm²
Fuel Diesel Are cylinders arranged in Vee or other special formation? no If so, No. of
Crankshafts per engine Is engine of opposed piston type? no No. and type of mechanically driven scavenge pumps or blowers
per engine none No. of exhaust gas driven blowers or superchargers per engine none Is welded construction
used for: Bedplate? no Entablature? no Total internal volume of crankcase (if 20 cu. ft. or over) 0.96 m³ No. and total area of
Crankcase explosion relief devices 3 area-380 cm² Are flame guards or traps fitted? yes Cooling medium for: Cylinders water
Pistons No. of attached pumps: F.W. cooling S.W. cooling Lubricating oil one How is engine started? with air

SHAFTING. Is a damper or detuner fitted? yes No. of main bearings 9 Are bearings of ball or roller type? no Distance between
inner edges of bearings in way of cranks 241 mm Crankshaft: Built, semi-built, solid Material of crankshaft carbonsteel Approved
Minimum tensile strength 60 kg/mm² Dia. of pins 130 mm Journals 150 mm Breadth of webs at mid throw 225 mm Axial
thickness 57 mm If shrunk, radial thickness around eyeholes Dia. of flywheel 900 mm Weight 535 kg Are balance
weights fitted? no Total weight Rad. of gyration Dia. of flywheel shaft
Has each engine been tested in shop? yes How long at full power? 6 hours Was it tested with driven machinery attached? water brake
governing tested and found satisfactory? yes Date of approval of torsional vibration characteristics (for engines of 150 BHP and over) in preparation
Date of approval of shafting 5.2.51 Identification marks on shafting LLOYD'S DSE. 2264 H.S. 26.2.57
Particulars of driven machinery generator

Port and No. of Certificate for Starting Air Receivers

AUXILIARY GAS TURBINES. BHP per set At RPM of output shaft. Open or closed cycle?
Arrangement of turbines. HP drives at RPM HP gas inlet temp. pressure
Small diagram should be attached showing gas cycle IP at IP LP LP
No. of air compressors per set Centrifugal or axial flow type? Material of turbine blades
Material of compressor blades No. of air coolers per set No. of heat exchangers per set How are
Turbines started? Are the turbines operated in conjunction with free piston gas generators?
Total No. of free piston gas generators Dia. of working pistons Dia. of compressor pistons No. of double strokes
per minute at full power Gas delivery pressure Gas delivery temperature
Have the turbines and attached equipment been tested in shop? How long at full power? Were they tested with driven machinery
attached? Particulars of gearing
Date of approval of plans Identification marks Particulars of driven machinery

ELECTRIC GENERATORS. Port and No. of Certificate for generators of 100 Kw. and over Augsburg Cert. No. 58/27
For generators under 100 Kw., has Makers' Certificate been obtained? Are Certificates attached? yes

The foregoing description is correct and the particulars are as approved for torsional vibration characteristics (Klöckner-Humboldt-Deutz)

Is this machinery duplicate of a previous case? yes If so, which? Engine No. 1803607-14, KLN.RPT. No. 80

GENERAL REMARKS. State if the machinery has been constructed under special survey in accordance with the Rules, approved plans and Secretary's letters.
State 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 test bed trials in the shop have been carried out with uncooled fuel oil valves. This engine, in my opinion, is suitable for installation in a vessel classed with the Society.

Survey Fee DM 375.--
R.T. DM 100.--
Expenses DM 48.--
Date when a/c rendered 27.1.58 R 1603

Declaration to be signed by Surveyor at fitting-out Port:— The above described machinery has been fitted on board the
at in a proper manner and found satisfactory when tested on the (date) under full working conditions.

Engine Surveyor to Lloyd's Register

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