

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 100

Received at London Office
Köln 11 JUN 1956

Survey Report 25.5.1956 When handed in at Local Office 19 Port of Köln
Survey held at Köln-Deutz Date, First Survey 13.4.56 Last Survey 14.5.56
Number of Visits 5

on the Single Screw vessel *Silber Dragon* Tons Gross Net
Hamburg By whom built Joh. Grothmann for Hongkong Yard No. - When built -

Engines made at Köln-Deutz By whom made Klöckner-Humboldt-Deutz Engine No. 2077394-99 When made 5.56
Generator No. - When made -

Capacity of each Generator - Kilowatts
B.H.P. of each Set 90 M.N. of each Set as per Rule 18

ENGINES, &c.—Type of Engines Airl. Inj. Heavy Oil Eng. A6M 517 2 or 4 stroke cycle 4 Single or double acting single
Diameter of cylinders 130 mm Length of stroke 170 mm No. of cylinders 6 No. of cranks 6
Revolutions per minute 1000 Diesel
Kind of fuel used Diesel
Weight 145 kg Means of ignition compr.
Crank pin dia. 85 mm Crank Webs shrunk
Mid. length thickness 32.5 mm Thickness round eyebols -

Means of lubrication forced Kind of damper if fitted vibration damper
Are the exhaust pipes and silencers water cooled or lagged with non-conducting material yes

Operating Oil Pumps, No. and size One driven by Main Engine 45 ltrs. p. min.
Compressors, No. - No. of stages - Diameters - Stroke - Driven by -

RECEIVERS:—Have they been made under Survey. - State No. of Report or Certificate -
Full details of safety devices -

Pressure Air Receivers, No. - Cubic capacity of each - Internal diameter - thickness -
Material - Range of tensile strength - Working pressure -

Electric Generators:—Type -
Voltage of supply - volts Full Load Current - Amperes Direct or Alternating Current -

Generators, are they compounded as per Rule - is an adjustable regulating resistance fitted in series with each shunt field -
Are they so spaced -

Are approved plans forwarded herewith for Shafting appr. 21.3.51. Receivers - Separate Tanks -
Torsional Vibration characteristics if applicable been approved No Armature shaft Drawing No. -

The spare gear required by the Rules been supplied yes

The foregoing is a correct description,
Klöckner-Humboldt-Deutz Aktiengesellschaft
[Signature] Manufacturer



012744-012751-0159

Dates of Survey while building { During progress of work in shops - - 1956 April 13.16.25. May 7.14.
 { During erection on board vessel - - -
 Total No. of visits 5

Dates of Examination of principal parts—Cylinders 13.4. 16.4. 14.5. Covers 13.4. 14.5. Pistons 14.5. Piston rods -

Connecting rods 25.4. 14.5. Crank and Flywheel shafts 16.4. 14.5. Intermediate shafts -

Crank shaft { Material Chromium Molybdenum Steel Y.P. 67.5 kg/mm² Tensile strength 85.5 kg/mm²
 { Elongation 25.0 % on 3.5xd 20.0 % on 5xd Identification Marks Lloyd's Dsf. 857 H.S. 15.7.55

Flywheel shaft, Material - Identification Marks -

Identification marks on Air Receivers -

Is this machinery duplicate of a previous case yes If so, state name of vessel Beckmann Hamburg Dsf. Rpt. No. 50

GENERAL REMARKS (State quality of workmanship, opinions as to class, &c.)

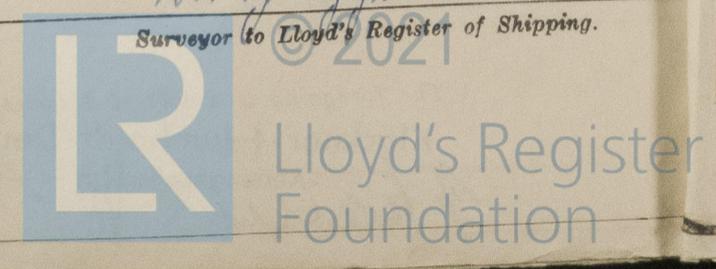
This engine has been constructed under special survey of tested materials and is in accordance with the Secretary's letters, approved plans and Rules requirements. The materials and workmanship are good and the engine, when tested in the shops under full and overload conditions was found to function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

311.655-T. (MADE AND PRINTED IN ENGLAND)
 (The Surveyors are requested not to write on or below the space for Committee Minute.)

The amount of Fee ... £ DM : 200.- } When applied for 19
 Running Tests ... DM : 100.- }
 Travelling Expenses (if any) £ DM : 30.- } When received 19

HIC R 240

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



Committee's Minute
 Assigned