

Rpt. 4c.

Comm. 662043

Auxiliary

Hamburg Report Nr.

First Entry 22914

No. 268

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

JUL -7 1938

Date of writing Report 27.6. 1938 When handed in at Local Office 2.7. 1938 Port of Düsseldorf

No. in Survey held at Cologne

Date, First Survey 11.3.38. Last Survey 22.6.1938.

Reg. Book.

Number of Visits 10

on the ^{Single}~~Four~~
^{Triple}~~Quadruple~~ Screw vessel

"ELSA ESSBERGER"

Tons { Gross 6103
Net 3476

Built at HAMBURG. By whom built Howaldtswerke A.G., Yard No. 765 When built 1938.

Owners JOHN T. ESSBERGER. Port belonging to HAMBURG.

Oil Engines made at Cologne By whom made Humboldt-Deutzmotoren Engine No. 474351/64 When made 1938.

Generators made at WIRNBERG By whom made SIEMENS-SCHUCKERT WERKE Contract No. - When made 1938

No. of Sets 1. Engine Brake Horse Power 180 Nom. Horse Power as per Rule 51.5 Total Capacity of Generators 120 Kilowatts.

OIL ENGINES, &c.—Type of Engines Heavy oil engine V 4 M 345 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 50 kg/cm² Diameter of cylinders 280 mm Length of stroke 450 mm No. of cylinders 4 No. of cranks 4

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 307.5 mm Is there a bearing between each crank yes

Revolutions per minute 350 Flywheel dia. 1500 mm Weight 2700 kg. Means of ignition sol. inject. Kind of fuel used on test bed gas oil

Crank Shaft, dia. of journals ^{as per Rule} 190 mm ^{as fitted} 190 mm Crank pin dia. 170 mm Crank Webs Mid. length breadth 325 mm Mid. length thickness 70 mm Thickness parallel to axis shrunk Thickness around eyeholeFlywheel Shaft, diameter ^{as per Rule} Intermediate Shafts, diameter ^{as per Rule} Thickness of cylinder liners 25 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 ~~water cooled~~ water cooled or lagged with non-conducting material water cooled

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 tooth wheel pump capacity 40 lts./min. at 1400 rev. per min.

Air Compressors, No. one No. of stages two Diameters Stroke Driven by the engine itself

Scavenging Air Pumps, No. Diameter Stroke Identif. marks: LLOYD'S 330 N.S. Driven by 2.2.38

AIR RECEIVERS:—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 Siemens-Schuckert 450 2391 N G.V. 323 D 1

Pressure of supply 230 volts. Full Load Current 520 Amperes. Direct or Alternating Current direct

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 yes

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

shunt field yes Are all terminals accessible, clearly marked, and furnished with sockets yes

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

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

If the generators are 100 kw. or over have they been built and tested under survey yes Ident. marks: LLOYD'S 54/I H.K.S. 15.3.38.

PLANS. Are approved plans forwarded herewith for Shafting 212 501 25.2.35. Receivers. Separate Tanks

SPARE GEAR As per Rules

The foregoing is a correct description,

Humboldt-Deutzmotoren

Aktiengesellschaft

Manufacturer.



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Dates of Survey while building { During progress of work in shops - - 11.3., 24.3., 29.3., 6.5., 30.5., 1.6., 7.6., 13.6., 21.6., 22.6.1938. During erection on board vessel - - - } Total No. of visits

Liners: 30/5,22/6.

Dates of Examination of principal parts—Cylinders 6/5, 30/5. Covers 1/6, 22/6. Pistons 22/6. Piston rods

Connecting rods 11/3,29/3,22/6 Crank ~~shaft~~ shaft 24/3,30/5,22/6 Intermediate shaft

Crank ~~shaft~~ shafts, Material S.M. Steel Identification Mark LLOYD'S 3095 H.B. 24.3.38.

Intermediate shafts, Material Identification Marks

Is this machinery duplicate of a previous case yes If so, state name of vessel My. De Noord, Yard No. 571 Düsseldorf Report No. 267

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

This auxiliary engine has been constructed under special survey in accordance with the 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.

This auxiliary engine has been tested on makers' test bed in the presence of the undersigned under full load during 8 hours and 10 % overload during 1 hour and was found working satisfactorily during these trials. After trials all working parts have been opened out for examination and were found in good condition.

The main engine ~~is not~~ being built by Messrs. Humboldt-Deutzmotoren.

A copy of this report has been forwarded to the Hamburg Surveyors.

The amount of Fee ...

RM: 150.-

When applied for,

6.7.1938

Travelling Expenses (if any) RM: 40.-

When received,

25.8.1938

Düsseldorf
No. 11508

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

Committee's Minute

FRI 14 OCT 1938

Assigned

See minute on H. Mach.



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