

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 95

No. 677359

pt. 4c.

Auxiliary

Date of writing Report 23rd Nov. 1934 When handed in at Local Office

Port of **DOSSELDORF**

27 DEC 1934

No. in Survey held at **Cologne**

Date, First Survey 10th Sept. 1934 Last Survey 5th Nov. 1934

Reg. Book. Single on the Twin Triple Quadruple Screw vessel

Gadilga

Tons Gross Net

Built at By whom built Yard No. When built

Owners **Anglo Saxon Pbk. Co. London**

Port belonging to

Oil Engines made at **Cologne**

By whom made **Humboldt-Deutzmotoren A.G.** Contract No. **315781/83** When made **1934**

Generators made at

By whom made Contract No. When made

No. of Sets **1** Engine Brake Horse Power **28** Nom. Horse Power as per Rule **13** Total Capacity of Generators Kilowatts.

IL ENGINES, &c.—Type of Engines **Heavy Oil Engine A3 No. 220** 4 stroke cycle Single ~~or double~~ acting

Maximum pressure in cylinders **45 kg. sq. cm.** Diameter of cylinders **140 mm** Length of stroke **200 mm** No. of cylinders **Three** No. of cranks **Three**

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge **176 mm** Is there a bearing between each crank **Yes**

Revolutions per minute **390** Flywheel dia. **850 mm** Weight **1000 kg** Means of ignition **liquid injection** Kind of fuel used

Crank Shaft, dia. of journals as per Rule as fitted **120 mm** Crank pin dia. **110 mm** Crank Webs Mid. length breadth **160 mm** Thickness parallel to axis Mid. length thickness **42.5 mm** Thickness around eye-hole

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thickness of cylinder liners **16 mm**

Is a governor or other arrangement fitted to prevent racing of the engine when declutched **Yes** Means of lubrication **by pressure**

Are the cylinders fitted with safety valves **Yes** Are the exhaust pipes and silencers water cooled or lagged with non-conducting material **watercooled**

Cooling Water Pumps, No. **One** 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**

Air Compressors, No. No. of stages Diameters Stroke Driven by

scavenging Air Pumps, No. Diameter Stroke Driven by

R RECEIVERS :—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Are 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. **Two** Total cubic capacity **240 litres** Internal diameter **302 mm** thickness **8 mm**

Seamless, lap welded or riveted longitudinal joint **seamless** Material **St. Steel** Range of tensile strength **60.3 kg. sq. cm.** Working pressure by Rules **35 kg. sq. cm.**

ELECTRIC GENERATORS :—Type

Pressure of supply volts. Load Amperes. Direct or Alternating Current

Is an alternating current system, state frequency of periods per second

Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off

Generators, do they comply with the requirements regarding rating are they compound wound

are they over compounded 5 per cent. , if not compound wound state distance between each generator

Is there 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

PLANS. Are approved plans forwarded herewith for Shafting **7th June 1934** Receivers **7th July 1933** Separate Tanks

SEPARATE GEAR as per Rules

The foregoing is a correct description.

Humboldt-Deutzmotoren

Aktiengesellschaft

Manufacturer.



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003046-003055-0224

Dates of Survey while building { During progress of work in shops - - 10th September, 5th November 1934
During erection on board vessel - - -
Total No. of visits Two

Dates of Examination of principal parts - Cylinders 10.9.34 Covers 10.9.34 Pistons 5.11.34 Piston rods

Connecting rods Crank and Flywheel shaft Intermediate shaft

Crank and Flywheel shafts, Material S. M. Steel Identification Mark 15546 K. H. 27.8.34

Intermediate shafts, Material Identification Marks

Is this machinery duplicate of a previous case Yes If so, state name of vessel Dinseldorf Report No 94

General Remarks (State quality of workmanship, opinions as to class, &c.) The engine is built in accordance with the approved plans and the requirements embodied in the Secretary's letters of the 7th July 1933 and 7th June 1934 in accordance with the requirements of the Rules. Materials and workmanship are of the best quality, the outfit is ample. The engine has been tested under full working conditions for about four hours on the trial stage in machine shop and further an half hour with 10% overload with satisfactory results. After trial all working parts have been opened up and were found on examination in good condition. This engine has been built under special survey and will be fitted on board a vessel owned by Messrs Anglo-Saxon-Petr. Co. London. In my opinion this machinery is eligible for notation of + LMC. 12.34

The amount of Fee ... RM 105.- : When applied for, 23.11.1934 Acc. to 76.09
Travelling Expenses (if any) £ 25.- : When received, 18.12.1934

Paul Haub
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned

TUE. 14 MAY 1935
See Ham J.C. 21511



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1m.9.28 - Transfer.
(The Surveyors are requested not to write on or below the space for Committee Minute.)