

Amsterdam report 15743

4c.

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS

No. 20913

Received at London Office

MAR 25 1939

of writing Report 22. 3. 1939 When handed in at Local Office 22. 3. 1939 Port of Grimsby AUG 10 1939
in Survey held at Lincoln Date, First Survey 23. 6. 38 Last Survey 16. 4. 39
Book. Number of Visits 11

Single on the Triple Screw vessel M. Y. Ondina Tons { Gross 6341 Net 3606
Built at (Holland) Amsterdam By whom built Nederlandsche Lok Maatschappij N.Y. Yard No. When built 1939
Owners N. Y. Petroleum My Sea Corona Port belonging to S. Gravenhage
Engines made at Lincoln By whom made Ruston & Hornsby Ltd ENGINE Contract No. 190486 When made 1939
Generators made at Lincoln By whom made Ruston & Hornsby Ltd Contract No. 190486 When made 1939
of Sets One Engine Brake Horse Power 60 Nom. Horse Power as per Rule 17 Total Capacity of Generators 17 Kilowatts.

5-61 ENGINES, &c.—Type of Engines 3 VCRZ Vertical Solid Injection 2 or 4 stroke cycle 4 Single or double acting Single
Maximum pressure in cylinders 400 lbs. Diameter of cylinders 8" Length of stroke 10 3/4" No. of cylinders 3 No. of cranks 3
Position of bearings, adjacent to the Crank, measured from inner edge to inner edge 9 1/8" Is there a bearing between each crank Yes
Revolutions per minute 450 Flywheel dia. 3'-4" Weight 19 cwt. Means of ignition Compression Kind of fuel used Heavy Oil
Crank Shaft, dia. of journals as per Rule Approved Crank pin dia. 4 3/4" Crank Webs Mid. length breadth 8" Thickness parallel to axis shrunk
as fitted 6" Mid. length thickness 2 1/2" Thickness around eyehole shrunk
Flywheel Shaft, diameter as per Rule Approved Intermediate Shafts, diameter as per Rule shrunk Thickness of cylinder liners 3/4"
as fitted 6" as fitted shrunk
Is there 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 and silencers water cooled or lagged with non-conducting material Water cooled
Cooling Water Pumps, No. One Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
Lubricating Oil Pumps, No. and size One, geared
Compressors, No. Yes No. of stages Yes Diameters Yes Stroke Yes Driven by Yes
Sucking Air Pumps, No. Yes Diameter Yes Stroke Yes Driven by Yes

RECEIVERS:—Have they been made under Survey Yes State No. of Report or Certificate Yes
Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes
Are the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Yes
Is there a drain arrangement fitted at the lowest part of each receiver Yes
High Pressure Air Receivers, No. Yes Cubic capacity of each Yes Internal diameter Yes thickness Yes
Seamless, lap welded or riveted longitudinal joint Yes Material Yes Range of tensile strength Yes Working pressure by Rules Yes
Working Air Receivers, No. Yes Total cubic capacity Yes Internal diameter Yes thickness Yes
Seamless, lap welded or riveted longitudinal joint Yes Material Yes Range of tensile strength Yes Working pressure by Rules Yes

ELECTRIC GENERATORS:—Type Yes
Voltage of supply Yes volts. Full Load Current Yes Amperes. Direct or Alternating Current Yes
Is an alternating current system, state the periodicity Yes Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on and off Yes
Are the generators, are they compounded as per rule Yes is an adjustable regulating resistance fitted in series with each generator Yes
Are the 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
Do 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 Yes
Do the generators are 100 kw. or over have they been built and tested under survey Yes

ANS. Are approved plans forwarded herewith for Shafting 11-11-32 Receivers Yes Separate Tanks Yes
(If not, state date of approval)

ARE GEAR As per Rule requirements

Ruston & Hornsby Limited,
The foregoing is a correct description
E. W. L. W. S.
Oil & Gas Engine Dept.

Manufacturer.



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Foundation

003631-003639-0162

Dates of Survey while building { During progress of work in shops - - } 1938 Jun 23 Jul 5 Oct 3 Nov 3. 10. 12 1939 Feb 9. 16. 20 Mar 9. 16
 { During erection on board vessel - - - } 17th April.
 Total No. of visits 11.

Dates of Examination of principal parts—Cylinders 9-3-39 Covers 9-3-39 Pistons 9-3-39 Piston rods ✓
 Connecting rods 10-11-38 Crank and Flywheel shafts 16-2-39 Intermediate shafts ✓
 Crank and Flywheel shafts, Material Steel Identification Marks LLOYD'S 3425-16-2-39 AS.
 Intermediate shafts, Material Housing Identification Marks LLOYD'S 3439-9-2-39 AS.
 Identification marks on Air Receivers ✓

Is this machinery duplicate of a previous case Yes If so, state name of vessel Gms Rpt no 20872.

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

This engine has been built under special survey in accordance with the Rules and approved plans.

The workmanship and materials are good.

Running tests have been carried out at the Maker's works with satisfactory results.

The engine has been despatched to Messrs. Noordnederlandse Loka Maatschappij, N. V., Amsterdam, for fitting on board the vessel.

This engine has been fitted on board for driven a Hoek's Auxiliary 2 cylinders 2 Stroke Compressor.

M. J. W. J.

4/2035/T/P/B/11055-38/13/4
 Request from attached Gms Rpt 20790.

The amount of Fee ... £ 5 : — : 22/3/39
 Travelling Expenses (if any) £ : : 25-5-1939

[Signature]

Surveyor to Lloyd's Register of Shipping.

Please see London Ltr. 25-5-39

Committee's Minute

TUE 15 AUG 1939

Assigned

See P.E. machy rpt.



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