

4c.

## REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 21015

Received at London Office

15 OCT 1956

Date of writing Report 19 When handed in at Local Office 19 Port of Amsterdam  
 Date, First Survey Aug. 24 Last Survey Sept. 7 19 56  
 Number of Visits 3  
 Survey held at Harderwijk  
 Date, First Survey Aug. 24 Last Survey Sept. 7 19 56  
 Number of Visits 3  
 on the Twin Triple Quadruple Screw vessel  
 Tons Gross Net  
 By whom built Yard No. When built  
 Destination Brons Motorenfabriek Appingedam for stock. Port belonging to  
 Engines made at Harderwijk By whom made Motorenfabriek "SAMOFA" Engine No. 2767 2768 When made 1956  
 Generators made at By whom made Generator No. When made  
 of Sets 2 B.H.P. of each Set 25 M.N. of each Set as per Rule 5 Capacity of each Generator -- Kilowatts  
 Set intended for essential services.

L ENGINES, &c.—Type of Engines Heavy oil engine type 2S108 2 or 4 stroke cycle 4 Single or double acting single  
 Maximum pressure in cylinders 55 kg/cm<sup>2</sup> Diameter of cylinders 108 mm Length of stroke 152,4 mm No. of cylinders 2 No. of cranks 2  
 Mean indicated pressure 7,7 kg/cm<sup>2</sup> Span of bearings (i.e., distance between inner edges of bearings in way of a crank) 283 mm  
 Is there a bearing between each crank no Moment of inertia of flywheel (16 m<sup>2</sup> or Kg.-cm.<sup>2</sup>)  
 Flywheel dia. 525 mm Weight 145 kg Means of ignition compression Kind of fuel used diesel  
 Crank Shaft, Solid forged as per Rule as appr. plan Mid. length breadth as appr. Thickness parallel to axis  
 Semi-built dia. of journals 85 mm Crank pin dia. 73 mm Crank Webs Mid. length thickness plan Thickness round eye hole  
 All-built as fitted  
 Flywheel Shaft, diameter as per Rule Generator armature, moment of inertia (16 m<sup>2</sup> or Kg.-cm.<sup>2</sup>)  
 Are means provided to prevent racing of the engine yes Means of lubrication forced Kind of damper if fitted  
 Are the cylinders fitted with safety valves no Are the exhaust pipes and silencers water cooled or lagged with non-conducting material yes  
 Cooling Water Pumps, No. and how driven -- Is the sea suction provided with an efficient strainer which can be cleared within the vessel  
 Lubricating Oil Pumps, No. and size 1 toothed wheel pump cap. 300 ltrs/hr.

Air Compressors, No. No. of stages Diameters Stroke Driven by  
 Sucking Air Pumps or Blowers, No. How driven  
 AIR RECEIVERS:—Have they been made under Survey Eng. are started by hand State No. of Report or Certificate  
 (other than main engines)  
 Give full details of safety devices  
 Have the internal surfaces of the receivers be examined and cleaned  
 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  
 Starting Air Receivers, No. Total cubic capacity Internal diameter thickness  
 Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure

ELECTRIC GENERATORS:—Type  
 Pressure of supply volts Full Load Current Amperes Direct or Alternating Current  
 Is an alternating current system, state the periodicity Has the Automatic Governor been tested and found as per Rule when full load is suddenly thrown  
 on and off Generators, are they compounded as per Rule is 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  
 Are the generators shielded that they cannot be accidentally earthed, short circuited, or touched Are the lubricating arrangements of the generators as per Rule  
 Are the generators under 100 kw. full load rating, have the makers supplied certificates of test and do the results comply with the requirements  
 Are the generators 100 kw. or over have they been built and tested under survey  
 Give details of driven machinery other than generator

SHAFTS.—Are approved plans forwarded herewith for Shafting 10 - 8 - 50 Receivers Separate Tanks  
 (If not, state date of approval)  
 Have Torsional Vibration characteristics if applicable been approved Armature shaft Drawing No.  
 (State date of approval and name of previous duplicate case, if any)  
 Has the spare gear required by the Rules been supplied

The foregoing is a correct description,

Manufacturer.

Motorenfabriek Samota N.V.



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005367-005376-0249



Dates of Survey while building { During progress of work in shops - - 24/8 - 31/8 - 7/9-1956  
During erection on board vessel - - -  
Total No. of visits 3

Dates of Examination of principal parts—Cylinders 31-8-56 Covers 31-8-56 Pistons 31-8-56 Piston rods --  
Connecting rods 31 - 8 - 56 Crank and Flywheel shafts 24-8-56 Intermediate shafts

Crank shaft { Material O.H.-Steel Tensile strength 44,8 ton sq.in.  
Elongation 30% Identification Marks engine 2767 engine 2768  
ES-RIY 20-1-55 ES RIY 20-1-55  
Flywheel shaft, Material Identification Marks HA 24-8-56 HA 24-8-56

Identification marks on Air Receivers.

Is this machinery duplicate of a previous case yes If so, state name of vessel standard type

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

These engines have been built under special survey in accordance with approved plans, Secretary's letters and Society Rules.

Materials tested as requested and workmanship found good.

The engines have been tested under full load conditions on Makers testbed and found functioning satisfactorily.

These engines merit in my opinion the approval of the Committee. Copy cert. Amsterdam Nr. 18589 crankshaft added. After testing and inspection the engines are shipped to Brons Motorenfabriek Appingedam for stock.

The amount of Fee ... ££. 110.- :

When applied for 19

Travelling Expenses (if any) £ 19.- :

When received 19

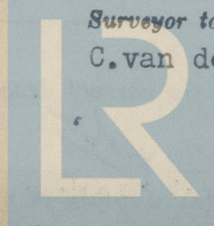
Committee's Minute

Assigned

See Rpt. 1.

TUESDAY 25 JUN 1957

Surveyor to Lloyd's Register of Shipping.  
C. van der Linden.



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