

Rpt. 4c.

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS

No. 12120

22 DEC 1930

Received at London Office

Date of writing Report *12 Dec 1930* When handed in at Local Office19 Port of *AMSTERDAM*No. in Survey held at *AMSTERDAM*
Reg. Book.Date, First Survey *August 7* Last Survey *December 1930*
Number of Visits *8*on the *Single* Screw vessel *NEDERLANDSCHE DOK MY'S YARD NO. 38*Tons { Gross -
Net -Built at *Amsterdam*By whom built *Nederlandsche Dok My.*Yard No. *38*When built *1930*Owners *Anglo Saxon Petroleum Co. Ltd.*Port belonging to *London*Oil Engines made at *Amsterdam*By whom made *N.V. Kromhout Motoren*

Fabriek

No. *5731* type *HS-2*When made *1930*Generators made at *Slikkerveer*By whom made *Smit*Contract No. *-*When made *1930*No. of Sets *1* Engine Brake Horse Power *26* Nom. Horse Power as per Rule *8* Total Capacity of Generators *12* Kilowatts.OIL ENGINES, &c. Type of Engines *Kromhout oil engine 2 or 4 stroke cycle* Single or double actingMaximum pressure in cylinders *35 kg/cm²* Diameter of cylinders *210 mm* Length of stroke *245 mm* No. of cylinders *1* No. of cranks *1*Span of bearings, adjacent to the Crank, measured from inner edge to inner edge *328 mm* Is there a bearing between each crank *-*Revolutions per minute *390* Flywheel dia. *1100 mm* Weight *1180 kg* Means of ignition *Conspicuous* Kind of fuel used *Solar oil*Crank Shaft, dia. of journals *as per Rule* *110 mm* Crank pin dia. *110 mm* Crank Webs *Mid. length breadth* *150 mm* Thickness parallel to axis *as fitted* *61 mm* Thickness around eyehole *Solar*Flywheel Shaft, diameter *as per Rule* *-* Intermediate Shafts, diameter *as per Rule* *-* Thickness of cylinder liners *-*Is a governor or other arrangement fitted to prevent racing of the engine when declutched *Yes* Means of lubrication *forced lubrication*Are the cylinders fitted with safety valves *Yes* Are the exhaust pipes and silencers water cooled or lagged with non-conducting material *Yes*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 of 2 feeds and one for bearing as crankpin*Air Compressors, No. *-* No. of stages *-* Diameters *-* Stroke *-* Driven by *-*Scavenging Air Pumps, No. *-* Diameter *-* Stroke *-* Driven by *-*AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule *Yes*Can the internal surfaces of the receivers be examined *Yes* What means are provided for cleaning their inner surfaces *Hand hole*Is there a drain arrangement fitted at the lowest part of each receiver *Yes*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. *2* Total cubic capacity *200 Liter* Internal diameter *315 mm* thickness *8 mm*Seamless, lap welded or riveted longitudinal joint *Seamless* Material *Steel* Range of tensile strength *20 kg/cm²* Working pressure by Rules *600 kg*ELECTRIC GENERATORS:—Type *Smit Slikkerveer*Pressure of supply *110* volts. Load *109.9* Amperes. Direct or Alternating Current *Direct*If 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 *Yes*Generators, do they comply with the requirements regarding rating *Yes* are they compound wound *Yes*are they over compounded 5 per cent. *Yes*, if not compound wound state distance between each generator *-*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*PLANS. Are approved plans forwarded herewith for Shafting *Receivers* *London* Separate Tanks *Office*
(If not, state date of approval) *Security letter 1/12/30 28-7-30*

SPARE GEAR

1 set of piston rings, studs for cylinder covers, 1 set of bottom end bearings, bolts, 3 gudgeon pins, 3 steel shots for same, 1 fuel pump, complete, 2 fuel jets, 1 combustion chamber, springs and valves for fuel pumps, cooling pumps, studs for main bearing kegs, various packings.

The foregoing is a correct description

N.V. KROMHOUT MOTOREN FABRIEK

D. Goedkoop Jr.

Manufacturer.



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Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits

4/0 24/0 25/0 27/0 29/0 30/9 8/10 9/10

8

Dates of Examination of principal parts—Cylinders 4/0 - 24/0 Covers 4/0 - 24/0 Pistons 4/0 - 29/0 Piston rods -

Connecting rods 4/0 - 29/0 Crank and Flywheel shaft 4/0 - 29/0 Intermediate shaft -

Crank and Flywheel shafts, Material Steel Identification Mark Lloyd's R. S. 13.5.30

Intermediate shafts, Material - Identification Marks -

Is this machinery duplicate of a previous case Yes If so, state name of vessel In. 04: 5056 Annul Rep. 1205

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

The engines have been constructed in accordance with the Rules, Secretary's letter and approved plans; All material tested as required and workmanship good. The engines have been tested under full working conditions on test bench and good.

H. W. Beumer

The amount of Fee ... £180.- : When applied for, 19
Travelling Expenses (if any) £4.- : When received, 29.12.30

H. W. Beumer
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 25 AUG 1931

Assigned

See Ann. Rpt. 12075



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pt. 4c.

date of writing R

No. in Survey
Reg. Book.



This Certificate
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