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AUXILIARY

Rpt. 4c.

# REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 340

Com. 687665 c

Received at London Office

Date of writing Report 23.8. 1939 When handed in at Local Office 28.8. 1939 Port of D ü s s e l d o r f

No. in Survey held at C o l o g n e  
Reg. Book.

Date, First Survey 7. 7. 39. Last Survey 19. 8. 1939.

Number of Visits 5

Single  
on the Twin } Screw vessel  
Triple  
Quadruple }

N.V. L O L A "

Tons { Gross 499  
Net 329

Built at Westerbroek

By whom built N.V.Smit & Zoon's Scheeps. Yard No. 662 When built

Owners

Port belonging to

Oil Engines made at Cologne

By whom made Klöckner-Humboldt-Deutz AG No. 632228/29 When made 1939

Generators made at

By whom made

Contract No.

When made

No. of Sets 1 Aux Engine Brake Horse Power 36 Nom. Horse Power as per Rule 10 Total Capacity of Generators Kilowatts.

OIL ENGINES, &c.—Type of Engines heavy oil engine OMZ 122 2 or 4 stroke cycle 2 Single or double acting single

Maximum pressure in cylinders 50 kgs/cm<sup>2</sup> Diameter of cylinders 150 mm Length of stroke 220 mm No. of cylinders 2 No. of cranks 2

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 210 mm Is there a bearing between each crank yes

Revolutions per minute 600 Flywheel dia. 900 mm Weight 190 kgs. Means of ignition sol. inject. Kind of fuel used on test bed gas oil

Crank Shaft, dia. of journals as per Rule 90 mm Crank pin dia. 90 mm Crank Webs Mid. length breadth 128 mm Thickness parallel to axis 51 mm Mid. length thickness 51 mm Thickness around eyehole

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

Are the cylinders fitted with safety valves yes Are the exhaust pipes water cooled or lagged with non-conducting material no

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 Capacity 437 lts/h

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

Scavenging Air Pumps, No. two Diameter 260 mm Stroke 115 mm Driven by main engine itself

AIR RECEIVERS:—Have they been made under Survey

State No. of Report or Certificate

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

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

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

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

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

If the generators are 100 kw. or over have they been built and tested under survey

PLANS. Are approved plans forwarded herewith for Shafting 622472 17.3.32 Receivers. Separate Tanks

SHAFTING. Are approved plans forwarded herewith for Shafting 622472 17.3.32 Receivers. Separate Tanks

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The foregoing is a correct description.

Klöckner-Humboldt-Deutz AG

Manufacturer.



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During progress of work in shops - - 7.7., 2.8., 4.8., 14.8., 19.8.39.  
During erection on board vessel - - -  
Total No. of visits

Dates of Examination of principal parts—Cylinders 2.8., 19.8. Covers 2.8., 19.8. Pistons 19.8. Piston rods

Connecting rods 2.8., 4.8., 19.8. Crank ~~shafts~~ shafts 7.7., 14.8., 19.8. Intermediate shafts

Crank ~~axle~~ shafts, Material S.M. Steel

Identification Marks LLOYD'S 2340 H.K. 14.8.39.

Intermediate shafts, Material

Connecting rods: Identification Marks 510 H.B.

Identification marks on Air Receivers

Is this machinery duplicate of a previous case **yes** If so, state name of vessel **My. De Noord. Yard No. 523 (Düsseldorf Report 83)**

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

This auxiliary engine has been constructed under special survey in accordance with the Society's Rules and Regulations as well as with the approved plan and the instructions thereto. The auxiliary engine has been tested on Makers' test bed in the presence of the undersigned under full load during  $\times$  7 hours and 10 % overload during 1 hour and was found working satisfactory during these trials. After trials all working parts have been opened out for examination and were found in good condition. The material used in the construction was found to be good and the workmanship satisfactory. The main engine is also being built by Messrs. Klöckner-Humboldt-Deutz, Köln-Deutz. A copy of this report has been forwarded to the Society's Rotterdam Office.

Im. 11.37.—Transfer. (MADE IN ENGLAND.)

The amount of Fee ... .. £

Travelling Expenses (if any) £

When applied for,

19

When received,

19

*J. H. H. H.*  
Surveyor to Lloyd's Register of Shipping.

TUE 14 MAY 1940

Committee's Minute

Assigned

*See G.P.O. 100a*



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