

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 2043

JAN 19 1939

AUG 10 1938

Received at London Office

Date of writing Report 4th Aug. 1938 When handed in at Local Office

Port of Bremen

No. in Survey held at Ruyssburg

Date, First Survey 22nd April 1938 Last Survey 2nd Aug. 1938

Number of Visits 56

Single
on the Twin
Triple
Quadruple
Screw vessel

M.S. "Kaandam"

Tons { Gross
Net

Built at Schiedam

By whom built Messrs. Wilton Tijnsma Yard No. ? When built

Owners Holland - Amerika - line

Port belonging to Rotterdam

Oil Engines made at Ruyssburg

By whom made Messrs. M. A. H.

Contract No. 512790/880/870/830 When made 1938.

Generators made at Slikkerveer

By whom made Messrs. Smit

Contract No. 21791/92/93/94 When made

No. of Sets 4 Engine Brake Horse Power 360.4 Nom. Horse Power as per Rule 74.4 Total Capacity of Generators 4x240 Kilowatts.

OIL ENGINES, &c.—Type of Engines 4 x 96 Ka 42 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 50 kg/cm² Diameter of cylinders 285 mm Length of stroke 420 mm No. of cylinders 4x6 No. of cranks 4x6

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 352 mm Is there a bearing between each crank yes

Revolutions per minute 360 Flywheel dia. 1650 mm Weight 1540 kg. Means of ignition dis. ign. Kind of fuel used diesel oil on test

Crank Shaft, dia. of journals as per Rule 170 mm Crank pin dia. 170 mm Crank Webs Mid. length breadth 280 Thickness parallel to axis

as fitted 170 mm Mid. length thickness 89.5 shrunk Thickness around eye hole

Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thickness of cylinder liners 20 mm

as fitted 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 and silencers water cooled or lagged with non-conducting material water cooled

Cooling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Lubricating Oil Pumps, No. and size 1, each engine, 2.29 m³/h.

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

Scavenging Air Pumps, No. Diameter Stroke Driven by

AIR RECEIVERS:—Have they been made under Survey yes State No. of Report or Certificate please see attached Certificate

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 opening the bottle head.

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. 1 (4748) Total cubic capacity 275 cu Internal diameter 416 mm thickness 13 mm.

Seamless, lap welded or riveted longitudinal joint seamless Material S.M. steel Range of tensile strength 45-55 kg/cm² Working pressure by Rules 55 kg/cm²

ELECTRIC GENERATORS:—Type Geluskom Dynamos: Type 9932

Pressure of supply 220 volts. Full Load Current 1090 Amperes. Direct or Alternating Current Direct 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 yes 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 25th Aug. 1938 and do the results comply with the requirements

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

PLANS. Are approved plans forwarded herewith for Shafting 25th Aug. 1938 Receivers 24-4-35 Separate Tanks

(If not, state date of approval)

SPARE GEAR as per Rules.

The foregoing is a correct description,

Maschinenfabrik Augsburg-Nürnberg A.-G.

Manufacturer.



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Lloyd's Register
Foundation

W1134-0139

Dates of Survey while building
 During progress of work in shops - 1938 April 22. May 4. 10. 11. 12. 13. 14. 16. 17. 19. 23. 25. 27. 30. 31. June 1. 2. 3. 4. 7. 8. 9.
 During erection on board vessel - 10. 11. 13. 14. 15. 17. 18. 20. 21. 22. 23. 24. 25. 27. 28. 29. 30. July 1. 2. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 16.
 Total No. of visits 56.

Dates of Examination of principal parts - Cylinders 19. 5. 38 / 1. 6. 38 Covers 11. 5. 38 / 12. 5. 38 Pistons 9. 5. 38 / 23. 6. 38 Piston rods 8. 6. 38 / 25. 6. 38

Connecting rods 9. 5. 38 / 7. 6. 38 / 23. 6. 38 Crank and Flywheel shafts 12. 5. 38 / 19. 5. 38 / 7. 6. 38 / 29. 6. 38 Intermediate shafts

Crank and Flywheel shafts, Material S. M. Steel.

Identification Marks 1) LLOYD'S T.L. 12679 29-10-37
 2) " J.B. 5614 8-12-37
 3) " U.S. 1963 9-3-38
 4) " U.S. 2059 2-4-38

Intermediate shafts, Material

Identification marks on Air Receivers No. 4748. 88195 L.S. 31 LLOYD'S TEST No 2350

60 atm L.R. 60 atm. H.P. 30 atm.

V.S. 26-6-37. H.K.S. 25-5-38.

Is this machinery duplicate of a previous case? Yes If so, state name of vessel standard type of makers diesel engines.

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

These 4 auxiliary heavy oil engines have been constructed under special survey in accordance with the Rules and Regulations as well as with the approved plans and instructions H&F. The material used in the construction is good and the workmanship satisfactory.

The aux. engine No. 512810 has been tested running under full load and 10% overload during several hours on the makers' test bed in the presence of the undersigned, and was found to work satisfactorily during these trials.

In our opinion the vessel for which these aux. engines are intended will be eligible for the notation of +L.M.C. (with date) when the whole machinery has been fitted satisfactorily on board, and tried under full working conditions.

The amount of Fee £ 1388.00
 1x Det. Fee 63.00
 1x Start air Rec. 21.00
 Travelling Expenses (if any) £ 48.00

When applied for, 9. 8. 1938
 When received, 14. 9. 1938

M. J. J. Petersen
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE 24 JAN 1939

Assigned

See Rot. J.E. 27739



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