

Rpt. 4c.

Comm. 683603

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## REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 279

Date of writing Report 12.7. 38 When handed in at Local Office 19.7.38. 19 Port of Düsseldorf

Received at London Office

JUL 25 1938

No. in Survey held at Cologne

Date, First Survey 24.2.38

Last Survey 11.7.38. 19

Reg. Book.

Number of Visits 12

Single  
on the Twin Screw vessel  
Triple  
Quadruple

none propelled Barge "UNO"

Tons { Gross  
Net

Built at Slikerveer

By whom built De Groot &amp; van Vliet

Yard No. 219 When built 1938

Owners

Port belonging to

Oil Engines made at Cologne

By whom made

Humboldt-Deutzmotoren A.G.

Contract No.

497660-62  
497663-65  
515944-46

When made 1938

Generators made at

By whom made

Contract No.

When made

No. of ~~sets~~ 3 aux Engine Brake Horse Power 60

3x

Nom. Horse Power as per Rule 3x17

Total Capacity of Generators

Kilowatts.

**OIL ENGINES, &c.**—Type of Engines Heavy oil engine A3M 220 2 or 4 stroke cycle 4 Single or double acting single  
 Maximum pressure in cylinders 50 kg/cm<sup>2</sup> Diameter of cylinders 170 mm ✓ Length of stroke 200 mm ✓ No. of cylinders 3 ✓ No. of cranks 3  
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 191 mm Is there a bearing between each crank yes  
 Revolutions per minute 805 Flywheel dia. 750mm Weight 480 kg Means of ignition sol. inject Kind of fuel used on test bed gas oil  
 Crank Shaft, dia. of journals as per Rule 120 mm ✓ Crank pin dia. 110 mm ✓ Crank Webs Mid. length breadth 160 mm ✓ Thickness parallel to axis  
 as fitted 120 mm ✓ Mid. length thickness 42,5mm ✓ Thickness around eyehole  
 Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule 125 mm ✓ Thickness of cylinder liners 16 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. two 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 24 ltrs/min at 990 r.p.m.  
 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

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.** 3

Total cubic capacity 3x120 ltrs.

Internal diameter 302 mm ✓

thickness 8mm ✓

Seamless, lap welded or riveted longitudinal joint seamless

Material S.M. Steel

Range of tensile strength 55-61,3

kg/mm<sup>2</sup>Working pressure by Rules 35 kg/cm<sup>2</sup>**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 209836 A 6.12.37

(If not, state date of approval)

Receivers 2952 21.10.33

Separate Tanks

**SPARE GEAR** as per RulesThe foregoing is a correct description,  
Humboldt-Deutzmotoren

Aktiengesellschaft

Manufacturer.



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Lloyd's Register  
Foundation

W132-0135



279

24.2.- 21.3.- 22.3.- 31.3.- 28.4.- 20.5.- 14.6.- 15.6.- 23-6- 5.7.-11.7.-38

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

Liners: 22.3. 31.3.-5.7.11.7.  
Cylinders 21.3.-22.3. Covers 21.3.-31.3. Pistons 31.3.- 11.7. Piston rods  
15.6.-5.7. 7.6.-11.7.

Connecting rods 31.3.-14.6.-11.7. Crank and Flywheel shafts 24.2.-21.3.-31.3.-  
23.6.-5.7.-11.7. Intermediate shafts 28.4.- 20.5.-

Crank and Flywheel shafts, Material S.M.Steel Identification Marks LLOYD'S 3368 H.S. 21.3.38.  
H.B. 5.7.38

Intermediate shafts, Material S.M.Steel Identification Marks LLOYD'S 3250 3251 3252 H.B.20.5.38.

Identification marks on Air Receivers

Is this machinery duplicate of a previous case Yes If so, state name of vessel Messrs. Anglo Saxon Petr. Co. London  
Düsseldorf Report No. 93

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

Identification marks for air receivers:

No 862	No. 822	No. 2343
LLOYD'S TESTS	LLOYD'S TEST	LLOYD'S TEST
994 lbs.	70 Atm.	70 Atm.
W.P. 497 lbs.	W.P. 35 atm.	W.P. 35 atm.
F.S. 13.4.35.	L.S. 17.3.37.	L.S. 21.6.38.

These auxiliary engines have 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 material used in the construction was found to be good and the workmanship satisfactory. These auxiliary engines have been tested on Maker's test bed in the presence of the undersigned under full load during 8 hours and 10% overload during 1 hour and was found working satisfactorily during these trials. After trials all working parts have been opened out for examination and were found in good condition.

The main engine is also being built by Messrs. Humboldt-Deutzmotoren A.G., Köln-Deutz,  
A copy of this report has been sent to Rotterdam Office.

The amount of Fee ... 200  
Travelling Expenses (if any) 45

When applied for,  
19

When received,  
12/10/1938

Committee's Minute

TUE 20 SEP 1938

Assigned

See Rot. 27262

W. Brüggemann  
Surveyor to Lloyd's Register of Shipping.



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