

London

Auxiliary

Rpt. 4c.

# REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 279

Comm. 683603

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Received at London Office

JUL 25 1938

Date of writing Report 12.7.38 When handed in at Local Office 19.7.38. 19 Port of Düsseldorf

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 & van Vliet Yard No. 219 When built 1938

Owners Port belonging to Eng. 497660-62 497663-65  
Oil Engines made at Cologne By whom made Humboldt-Deutzmotoren A.G. Contract No. 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 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 as fitted Crank pin dia. 110 mm Crank Webs Mid. length breadth 160 mm Mid. length thickness 42,5mm Thickness parallel to axis Thickness around eyehole

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 125 mm Thickness of cylinder liners 16 mm

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 Receivers 2952 21.10.33 Separate Tanks (If not, state date of approval)

SPARE GEAR as per Rules

The foregoing is a correct description,  
Humboldt-Deutzmotoren  
Aktiengesellschaft

Manufacturer.



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Lloyd's Register  
Foundation

W132-0135

Dates of Survey while building:
 

- During progress of work in shops: 24.2.- 21.3.- 22.3.- 31.3.- 28.4.- 20.5.- 14.6.- 15.6.- 23-6- 5.7.-11.7.-38
- During erection on board vessel: ---
- Total No. of visits: ---

Dates of Examination of principal parts:
 

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

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 When applied for, 19  
 Travelling Expenses (if any) £ 45 When received, 12/10/1938

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

Committee's Minute TUE 20 SEP 1938

Assigned See Rot. 27262



10.5.37. - Transfer. (The Surveyors are requested not to write on or below the space for Committee Minute.)