

# REPORT ON OIL ENGINE ~~ELECTRIC~~ GENERATOR SETS.

No. 150

11 NOV 1936

Date of writing Report 26th Oct. 1936. When handed in at Local Office

Port of Duiselburg

Received at London Office

No. in Survey held at Calagne

Date, First Survey 19th October

Last Survey 26th October 1936

on the Single Twin Triple Quadruple Screw vessel

Number of Visits

Built at Mess. La Saurina

By whom built Noytkop Wharfa

Yard No. 767 When built

Oil Engines made at Calagne

By whom made Mess. Humboldt & Deutzmotoren A.G.

Contract No. 40952/31 When made 1936

Generators made at

By whom made

Contract No. 40948/86 When made

No. of Sets 3 Engine Brake Horse Power 3x41 Nom. Horse Power as per Rule 3x13 Total Capacity of Generators Kilowatts.

**IL ENGINES, &c.**—Type of Engines Steam Oil engine 43 M 220 2 or 4 stroke cycle four Single or double acting single

Maximum pressure in cylinders 45 kg/cm<sup>2</sup> Diameter of cylinders 170 mm Length of stroke 200 mm No. of cylinders three No. of cranks three

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 176 mm Is there a bearing between each crank Yes

Revolutions per minute 550 Flywheel dia. 850 mm Weight 1450 kg Means of ignition liquid injection Kind of fuel used

Crank Shaft, dia. of journals as per Rule 120 mm as fitted 120 mm Crank pin dia. 110 mm Crank Webs Mid. length breadth 160 mm Mid. length thickness 42.5 mm Thickness parallel to axis Thickness around eyehole

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 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 by pressure

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. no Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Lubricating Oil Pumps, No. and size 1 South Wheel Pump

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

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 14 June 1934 Receivers Separate Tanks

SHAFTING. Are approved plans forwarded herewith for Shafting as per Rules

The foregoing is a correct description,

Manufacturer:

Humboldt-Deutzmotoren Aktiengesellschaft

*[Handwritten signature]*



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W1320-0067

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

19th, October and 26th, October 1936.

Dates of Examination of principal parts—Cylinders 19.10.36. Cores 19.10.36. Pistons 19.10.36. Piston rods

Connecting rods 19.10.36. Crank and Flywheel shaft 19.10.36. Intermediate shaft

Crank and Flywheel shafts, Material J. N. Steel. Identification Mark 1049.. 1050.. 1051. J.N.S. 29.9.36.

Intermediate shafts, Material Identification Marks

Is this machinery duplicate of a previous case Yes. If so, state name of vessel Mess. Anglo Saxon Co. Ltd. London. Sailed by Depart 4.9.35.

General Remarks (State quality of workmanship, opinions as to class, &c. These engines are built in accordance with

the approved plans and the requirements embodied in the Secretary's letter of the 7th June 1934 in accordance with the requirements of the Rules. Materials and workmanship are of best quality, the outfit is ample. The engines have been tested under full working conditions for about four hours on the trial stage in machine shops and further half an hour with 10% overload with satisfactory results. After trial all working parts have been opened up and were found on examination in good condition. These three auxiliary engines have been built under special survey and will be fitted on board the Motor Vessel, "Fulton".  
 On my opinion these engines are eligible for notation of L.M.C. 11.36.

Im. 2, 30. - Transfer. (The Surveyors are requested not to write on or below the space for Committee Minute.)

The amount of Fee ... 240.00  
 Travelling Expenses (if any) £ 38.00  
 When applied for, 27.10.36 Acc. No. 9577  
 When received, 19.12.36 21/12

*Paul Stubb*  
 Surveyor to Lloyd's Register of Shipping.

FRI 18 JUN 1937

Committee's Minute  
 Assigned See F.E mchly rpt

