

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

No. 44.

Received at London Office 3 MAY 1930

4c.

18<sup>th</sup> April 1930. When handed in at Local Office

Port of **DUSSELDORF**

Date, First Survey 1<sup>st</sup> March

Last Survey 8<sup>th</sup> April 1930.

Number of Visits

in Survey held at **Oberursel**

Book. Single on the Twin Triple Screw vessel

at **Rotterdam**

**"Moordrecht"**

By whom built **Rotterdamsche Droogdock Vbg. Yard No.**

When built

Port belonging to

176649/50

When made 1930.

Engines made at **Oberursel** By whom made **Motorenfabrik Deutz**

Contract No.

Contract No.

When made

Generators made at

By whom made

Contract No.

When made

of Sets 1 Engine Brake Horse Power 60 Nom. Horse Power as per Rule 17 Total Capacity of Generators Kilowatts.

ENGINES, &c. Type of Engines **Heavy Oil Engine Type P.M.L. 330** 2 stroke cycle Single or double acting

Maximum pressure in cylinders 45 kg/cm<sup>2</sup> Diameter of cylinders 200 mm Length of stroke 300 mm No. of cylinders 2 No. of cranks 2

of bearings, adjacent to the Crank, measured from inner edge to inner edge 257 mm Is there a bearing between each crank Yes

Revolutions per minute 370 Flywheel dia. 1200 mm Weight 770 kg Means of ignition solid injection Kind of fuel used

as per Rule 110 mm Crank pin dia. 110 mm Crank webs Mid. length breadth 164 mm Thickness parallel to axis

as fitted 110 mm Crank webs Min. length thickness 62 mm Thickness around eye hole

as per Rule 105 mm Intermediate Shafts, diameter as per Rule Thickness of cylinder liners

as fitted 105 mm Intermediate Shafts, diameter as fitted

governor or other arrangement fitted to prevent racing of the engine when decoupled Yes Means of lubrication by pressure

the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material water cooled

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

ing Water Pumps, No. 1

lubricating Oil Pumps, No. and size 1

Compressors, No. 1 No. of stages Diameters Stroke Driven by

evacuating Air Pumps, No. 1 Diameter 340 mm Stroke 155 mm Driven by levers

RECEIVERS: Is each receiver, which can be isolated, fitted with a safety valve as per Rule

the internal surfaces of the receivers be examined What means are provided for cleaning their inner surfaces

ere a drain arrangement fitted at the lowest part of each receiver

gh Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

unless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

irting Air Receivers, No. 1 Total cubic capacity 115 liters Internal diameter 302 mm thickness 8 mm

unless, lap welded or riveted longitudinal joint seamless Material S.M. Steel Range of tensile strength 58.9 kg/mm<sup>2</sup> Working pressure by Rules 497 lbs.

ELECTRIC GENERATORS: Type

essure of supply volts. Load Amperes. Direct or Alternating Current

alternating current system, state frequency of periods per second

s the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off

nerators, do they comply with the requirements regarding rating are they compound wound

they over compounded 5 per cent. if not compound wound state distance between each generator

an adjustable regulating resistance fitted in series with each shunt field Are all terminals accessible, clearly marked, and furnished with sockets

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

ANS. Are approved plans forwarded herewith for Shafing Receivers Separate Tanks

ARE GEAR comply with the Society's Rules for Auxiliary Oil Engines

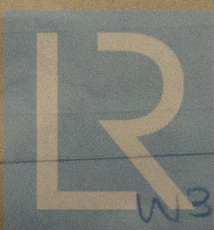
and besides a number of spare parts as ordered by the owners.

The foregoing is a correct description,

**Motorenfabrik Deutz**

Aktiengesellschaft.

Manufacturer.



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W347-0138



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

1<sup>st</sup> March, 1<sup>st</sup> April, 7<sup>th</sup> April, 8<sup>th</sup> April 1930.

4.

Dates of Examination of principal parts—Cylinders 1<sup>st</sup> March Covers 1<sup>st</sup> March Pistons 8<sup>th</sup> April Piston rods  
Connecting rods 8<sup>th</sup> April Crank and Flywheel shaft 8<sup>th</sup> April Intermediate shaft  
Crank and Flywheel shaft, Material S.W. Steel Identification Mark 27.2.30. Intermediate shafts, Material Identification Marks

Is this machinery duplicate of a previous case no If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) This auxiliary heavy oil engine was built under special survey in accordance with the approved plans and the requirements of the Society's Rules. Material and workmanship are of the best quality. The engine has been tested under full working conditions for 2 hours and for further 2 hours with 10% overload on the trial bed in the makers shop with satisfactory results. After trial all working parts have been examined throughout after opening and were found in safe working condition. The engine be eligible in my opinion for notation in the Register Book with **L.M.C.** after having been satisfactory erected on board of vessel.

1m, 7, 26—Transfer.  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Fee ... £ 3 : 0 : 15<sup>th</sup> April 1930  
Travelling Expenses (if any) £ 2 : 12 : 10.6.1930

Jul. Quast  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Assigned

FRI. 19 DEC 1930

See Rot. 2 E 19937



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