

## REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 15560

FEB 27 1939

Received at London Office

Date of writing Report 21 Feb 1939 When handed in at Local Office 19 Port of Amsterdam  
 No. in Survey held at Amsterdam Date, First Survey 23 November Last Survey 13 Feb 1939  
 Reg. Book. Single on the Triple Screw vessel M.V. "GERONIA" "CISTULA" Tons { Gross \_\_\_\_\_ Net \_\_\_\_\_  
 Built at Schiedam By whom built N.V. Wilton-Fijenoord Yard No. 666 When built 1939  
 Owners Petroleum Mty. La Corona Port belonging to 3 Gironhage  
 Oil Engines made at Amsterdam By whom made N.V. Kromhout Mot. Fabr. Contract No. 8711 When made 1939  
 Generators made at Slikkerveer By whom made N.V. W. Smit. Co Contract No. 22335 When made 1938  
 No. of Sets one Engine Brake Horse Power 32 Nom. Horse Power as per Rule 0 Total Capacity of Generators 20 Kilowatts.

OIL ENGINES, &c.—Type of Engines Kromhout Diesel 2 & S3 2 or 4 stroke cycle 2 Single or double acting single

Maximum pressure in cylinders 45 kg Diameter of cylinders 170 mm Length of stroke 225 mm No. of cylinders 2 No. of cranks 2

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 274 mm Is there a bearing between each crank Yes

Revolutions per minute 400 Flywheel dia. 1000 mm Weight 475 kg Means of ignition Solid injected Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule approved Crank pin dia. 95 mm Crank Webs shrunk Mid. length breadth 150 mm Thickness parallel to axis as fitted Mid. length thickness 55 mm Thickness around eyehole as fitted

Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thickness of cylinder liners 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. 1-3000 l/hour Rotary Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Lubricating Oil Pumps, No. and size 1 rotary 225 l/hour

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 1925

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 Cover

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 Total cubic capacity 75 l Internal diameter 250 mm thickness 7 mm

Seamless, lap welded or riveted longitudinal joint Seamless Material SM5 Range of tensile strength 44-50 kg Working pressure by Rules approved act. 25 kg

ELECTRIC GENERATORS:—Type Compound

Pressure of supply 110 volts. Full Load Current 102 Amperes. Direct or Alternating Current Direct

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 Yes

Generators, are they compounded as per rule Yes is an adjustable regulating resistance fitted in series with each shunt field Yes Are all terminals accessible, clearly marked, and furnished with sockets Yes

Are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched Yes Are the lubricating arrangements of the generators as per Rule Yes

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 E 22-3-30 Receivers E 22-3-30 Separate Tanks

SPARE GEAR

The foregoing is a correct description,

KROMHOUT MOTOREN FABRIEK  
D. Goedkoop Jr. N.V.

Manufacturer.



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Dates of Survey while building { During progress of work in shops - - - } Nov 23. Dec 1. 6. 13. 21. 27 Jan 3. 14. 16. 18. 25. 26. 30. 31 Feb 3. 8. 11. 13.  
 { During erection on board vessel - - - }  
 Total No. of visits

Dates of Examination of principal parts—Cylinders 23 Nov. 3. 9 Jan Covers 23 Nov. Jan 3. 9 Pistons 23 Nov. 16 Jan Piston rods 4

Connecting rods 6-13 Dec 16 January Crank and Flywheel shafts 23 Nov. 14. 25 Jan <sup>Coupl</sup> Intermediate shafts 25 January

Crank and Flywheel shafts, Material S N S Identification Marks <sup>1713</sup> H. K. - H. B. 14. 1. 34.

<sup>Coupl</sup> Intermediate shafts, Material S N S Identification Marks <sup>4932</sup> H. K. - H. B. 24. 6. 20

Identification marks on Air Receivers <sup>1925</sup> H. K. - H. B. 50. 1. 14  
 K. K. 11-5-20

Is this machinery duplicate of a previous case Yes If so, state name of vessel Wilton's Tyne and Tarn No 665 built up 15

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

The auxiliary engine has been made under special survey in accordance with the approved plans. Secretary's letters  
 Material duly tested, workmanship throughout good  
 The engine has been shipped to Rotterdam and will be fitted aboard Messrs Wilton. Tyne and Tarn No 666

The amount of Fee ...

Travelling Expenses (if any)

When applied for,

When received,

*B. J. J. J.*  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

FRI 9 JUN 1939

*See FE machy r/l*



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