

Rpt. 4c.

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 13632

Date of writing Report 10th Feb 1936 When handed in at Local Office

Received at London Office

22 FEB 1936

No. in Survey held at Amsterdam Reg. Book.

Port of Amsterdam

Date, First Survey 11th Sept

Last Survey 5th Feb 1936

Single
on the Twin
Triple
Quadruple

Screw vessel

Number of Visits 14

Tons { Gross 6256
Net 3606

Built at Rotterdam

By whom built Rotterdamse Dooyd. Mij

Yard No. 193

When built 1936

Owners Anglo Saxon Petroleum Co Ltd

Port belonging to

Oil Engines made at Amsterdam

By whom made Messrs. Hoombout Motoren Fabri.

Contract No. 7602

When made '36

Generators made at

By whom made

Contract No.

When made

No. of Sets 1

Engine Brake Horse Power 30

Nom. Horse Power as per Rule 12

Total Capacity of Generators 16 Kilowatts.

OIL ENGINES, &c.—Type of Engines Hoombout Diesel Engine H.S. 2 or 4 stroke cycle 1 Single or double acting Single

Maximum pressure in cylinders 40 k.g. Diameter of cylinders 110 mm. Length of stroke 175 mm. No. of cylinders 1 No. of cranks 1

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 328 mm

Is there a bearing between each crank

Revolutions per minute 390

Flywheel dia. 1100 mm

Weight 1100 k.g.

Means of ignition Compression

Kind of fuel used Diesel Oil.

Crank Shaft, dia. of journals as per Rule appx. 110 mm

as fitted 110 mm

Crank pin dia. 110 mm

Crank Webs

Mid. length breadth 150 mm

Thickness parallel to axis

Coupling

as per Rule appx. 70 mm

as fitted 70 mm

Intermediate Shafts, diameter as per Rule

as fitted

Mid. length thickness 70 mm

Thickness around eyehole

Flywheel Shaft, diameter as per Rule

as fitted 70 mm

Intermediate Shafts, diameter as per Rule

as fitted

Thickness of cylinder liners No liners 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 a 440 liters per hour the sea suction provided with an efficient strainer which can be cleared within the vessel

Lubricating Oil Pumps, No. and size 1 a 840 liters per hour.

Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Scavenging Air Pumps, No. crankcase scavenging

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. 1

Total cubic capacity 75 liters

Internal diameter 150 mm

thickness 7 mm

Seamless, lap welded or riveted longitudinal joint Seamless

Material S.M. steel

Range of tensile strength 44/50 k.g.

Working pressure by Rules 15 k.g.

ELECTRIC GENERATORS:—Type

Pressure of supply volts. Load

Amperes. Direct or Alternating Current

If alternating current system, state frequency of periods per second

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

Generators, do they comply with the requirements regarding rating

are they compound wound

are they over compounded 5 per cent.

, if not compound wound state distance between each generator

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

PLANS. Are approved plans forwarded herewith for Shafting 2/6/35

(If not, state date of approval)

Receivers 2/6/35

Separate Tanks

SPARE GEAR As per rule.

The foregoing is a correct description,

G. Goodkoop Jr.

G. Goodkoop Jr.

Manufacturer.



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Dates of Survey while building { During progress of work in shops - - September 11-16-18-19-20-24-27-30 October 3-8-11-21-31
 { During erection on board vessel - - - November 4-26 December 3-23 January 3-9-22-24-27-30
 Total No. of visits 14. Feb: 5

Dates of Examination of principal parts—Cylinders 11/9/35 - 18/9/35 Covers 27/9/35 - 31/10/35 Pistons 11/9/35 Piston rods -
 Connecting rods 12/9/35 - 30/9/35 Crank and Flywheel shaft 18/9/35 - 31/1/36 Intermediate shaft -

Crank and Flywheel shafts, Material S. M. Steel. Identification Mark LLOYD'S No 1154 C.H.L.P.; K.K. 3-1-36
 Coupling Identification Marks LLOYD'S No 498 J H.J.; K.K. 30-9-35

Is this machinery duplicate of a previous case Yes If so, state name of vessel Saxtons Anglo Saxon Petr. Comp.

General Remarks (State quality of workmanship, opinions as to class, &c.) This Engine has been built under special survey the scantlings were found in accordance with the approved plans and Secretary's letters. Hydraulic tests were carried out on the water cooling spaces of cylinder jackets & covers exhaust & cooling water manifolds with satisfactory results. The material and workmanship found in order, and the Engine when tried under working condition on the test bed gave satisfactory results. This Engine is in my opinion suitable to be placed on board the motor vessel Mesjes Rotterdamse Drogdok Maatschappij's Yard no 193 for the purpose intended.

The amount of Fee ... £ 90.00 When applied for, 19
 Travelling Expenses (if any) £ 3.50 When received, 24.2.19 36 78 25/2

Committee's Minute FRI. 22 MAY 1936
 Assigned See Rot. J.E. 24572

Y. Huyd
 Surveyor to Lloyd's Register of Shipping.

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