

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS

No. 2130.

JUN 19 1939

Date of writing Report 24th Feb. 1939 When handed in at Local Office A.B.N. 1039. Port of Bremen

Received at London Office

No. in Survey held at Augsburg Date, First Survey 23rd Nov. 1938 Last Survey 23rd Feb. 1939

Reg. Book. 88670 on the Single Twin Triple Quadruple Screw vessel m/v. JAVA

Number of Visits 48

Tons { Gross 9250
Net 5646

Built at Bremen By whom built Messrs. Teschinag Yard No. 951 When built 1939

Owners Messrs. Stoomvaart Mij. Nederland Port belonging to Amsterdam

Oil Engines made at Augsburg By whom made Messrs. M. O. U. Contract No. 521410/420/430 (When made 1938/39)

Generators made at Bremen By whom made Messrs. O. E. G. Contract No. 533436/37/38 (When made 1938)

No. of Sets 3 Engine Brake Horse Power 3 x 300 Nom. Horse Power as per Rule 3 x 74 Total Capacity of Generators 3 x 200 Kilowatts.

OIL ENGINES, &c.—Type of Engines 3 x 96 V 42 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 50 kg/cm² Diameter of cylinders 285 mm Length of stroke 420 mm No. of cylinders 3 x 6 No. of cranks 3 x 6

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 350 mm Is there a bearing between each crank yes

Revolutions per minute 360 Flywheel dia. 1650 mm Weight 1540 kg Means of ignition dis. ign. Kind of fuel used diesel oil on test bed.

Crank Shaft, dia. of journals as per Rule 170 mm as fitted 170 mm Crank pin dia. 170 mm Crank Webs Mid. length breadth 280 mm Thickness parallel to axis shrunk Mid. length thickness 89.5 Thickness around eyehole shrunk

Flywheel Shaft, diameter as per Rule 170 mm as fitted 170 mm Intermediate Shafts, diameter as per Rule 170 mm as fitted 170 mm Thickness of cylinder liners 20 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. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

Lubricating Oil Pumps, No. and size 1 each engine, 2.3 m³/h u=720 (driven by same engine).

Air Compressors, No. 1 No. of stages 1 Diameters 150 mm Stroke 100 mm Driven by yes

Scavenging Air Pumps, No. 1 Diameter 150 mm Stroke 100 mm Driven by yes

AIR RECEIVERS:—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 opening the bottle head

Is there a drain arrangement fitted at the lowest part of each receiver yes

High Pressure Air Receivers, No. 1 Cubic capacity of each 275 ltr. Internal diameter 416 mm thickness 16 mm

Seamless, lap welded or riveted longitudinal joint Material 1. M. steel Range of tensile strength 45-55 kg/cm² Working pressure by Rules 55 kg/cm²

Starting Air Receivers, No. 1 (5265) Total cubic capacity 275 ltr. Internal diameter 416 mm thickness 16 mm

Seamless, lap welded or riveted longitudinal joint Material 1. M. steel Range of tensile strength 45-55 kg/cm² Working pressure by Rules 55 kg/cm²

ELECTRIC GENERATORS:—Type O. E. G. 984/38

Pressure of supply 250 volts. Full Load Current 870 x 3 Amperes. Direct or Alternating Current A.C.

If alternating current system, state the periodicity yes 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 yes and do the results comply with the requirements yes

If the generators are 100 kw. or over have they been built and tested under survey yes

PLANS. Are approved plans forwarded herewith for Shafting 25th August 1937 Receivers 24th April 1935 Separate Tanks yes

(If not, state date of approval)

SPARE GEAR as per Rules.

The foregoing is a correct description,
Maschinenfabrik Augsburg-Nürnberg A.-G.

[Signature]

Manufacturer.



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003525-003532-0053

Dates of Survey while building { During progress of work in shops - - } 1938. Nov. 23. 24. Dec. 2. 6. 9. 15. 22. 27. 28. 1939 Jan. 3. 5. 6. 7. 9. 10. 11. 12. 14. 16. 17. 18. 19. 20. 23. 24. 25. 27.
 { During erection on board vessel - - - } 28. 30. 31. Feb. 1. 2. 3. 4. 6. 7. 8. 10. 11. 13. 14. 15. 16. 17. 20. 21. 22. 23.
 Total No. of visits 48.

Dates of Examination of principal parts—Cylinders 6/9. 12. 38. 22. 137. 12. 38
 10. 1. 39. Covers 17. 1. 39. Pistons 28. 12. 38 Piston rods ✓

Connecting rods 5. 1. 39. 12. 38 Crank and Flywheel shaft 3rd Jan. / 12th Jan. 1939 Intermediate shaft
 Lloyd's

Crank and Flywheel shafts, Material S. M. Steel Identification Mark 1/V.S. 1747 24. 9. 38

Intermediate shafts, Material ✓ Identification Marks 2/V.S. 1749 27. 9. 38
 3/V.S. 1302 15. 9. 38

Is this machinery duplicate of a previous case yes If so, state name of vessel M. V. "Kaandam".

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

These 3 aux. heavy oil engines have been constructed under special survey in accordance with the Society's Rules and Regulations, as well as with the approved plans, and instructions thereto. The material used in the construction is good, and the workmanship satisfactory.

Aux. engine No 521410 has been tested, running under full load and 10% overload during several hours on the makers' test bed in the presence of the undersigned, and was found to work satisfactorily during these trials.

In our opinion, the vessel for which these three aux. engines are intended, will be eligible for the notation of + L.M.C. (with date) when the whole machinery has been fitted satisfactorily on board, and tried under full working conditions.

Identification marks on Air Receiver: No 5266 88195 45. 30 LR 60 atm. V.S. 26. 6. 37.

LLOYD'S TEST

No 2045

60 atm.

H.P. 30 atm.

H.K.S. 7-1-39.

These 3 heavy oil engines have been satisfactorily installed on board and tried under full working conditions and found in order.

Witness 14th June 1939

A. Carstensen

The amount of Fee ...	RM 1110.00	When applied for,	
1 x test-bed trial	63.00	3. 3. 1939.	
1 x air receiver	21.00	When received,	
Travelling Expenses (if any) £	46.00	11. 4. 1939	

Witness W. H. Petersen.
 Surveyor to Lloyd's Register of Shipping.

FRI 30 JUN 1939

Committee's Minute

Assigned

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