

# REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 2256

Writing Report 16th Feb. 1953 When handed in at Local Office 19 Port of HAMBURG  
 Survey held at HAMBURG. Date, First Survey 27th Jan. Last Survey 29th Jan. 1953  
 Single on the Twin Triple Quadruple Screw vessel M.V. "KAMERUN"  
 Flensburg By whom built Flensburger Schiffsb. Ges. Yard No. 533 When built 1951  
 Deutsch-Afrikanische Schifffahrts-Ges.m.b.H., Port belonging to Hamburg  
 Engines made at Augsburg By whom made M.A.N. Engine No. 430478 430477 430482 When made 1951  
 Bremen By whom made A.E.G., Generator No. 612671 612673 612675 When made 1951  
 Sets 3 B.H.P. of each Set 120 M.N. as per Rule 3 x 24 Capacity of each Generator 80 Kilowatts.  
 Intended for essential services.

ENGINES, &c.—Type of Engines GV 33 Airless Injection 2 or 4 stroke cycle 4 Single or double acting single  
 Mean pressure in cylinders 51 kgs/cm<sup>2</sup> Diameter of cylinders 220 mm Length of stroke 330 mm No. of cylinders 3 No. of cranks 3  
 Indicated pressure 5.6 kgs/cm<sup>2</sup> Span of bearings (i.e., distance between inner edges of bearings in way of a crank) 260 mm TORSIONAL  
 a bearing between each crank yes Moment of inertia of flywheel (16 m<sup>2</sup> or Kg.-cm.<sup>2</sup>) 1300 kg.m<sup>2</sup> 500 ENDORSEMENT CASE.  
 Crank dia. 1200 mm Weight 1350 kgs stated Means of ignition compr. Kind of fuel used Diesel Oil  
 Shaft, { Solid forged as per Rule. - Mid. length breadth 240 mm Thickness parallel to axis. -  
 { Semi-built dia. of journals 130 mm Crank pin dia. 130 mm Crank Webs 61 mm Thickness round eyehole. -  
 { All-built as fitted. -  
 Shaft, diameter as per Rule. - Generator armature, moment of inertia (16 m<sup>2</sup> or Kg.-cm.<sup>2</sup>) -  
 Means provided to prevent racing of the engine. yes Means of lubrication forced Kind of damper if fitted none  
 Cylinders fitted with safety valves. yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material lagged  
 Water Pumps, No. and how driven 2 E.D. Is the sea suction provided with an efficient strainer which can be cleared within the vessel. yes  
 Lubricating Oil Pumps, No. and size attached to each engine 3.34 cub. m/hrs.  
 Air Compressors, No. 2 No. of stages 2 Diameters 2 x 65/70 mm Stroke 150 mm Driven by clutch coupled to generator engine  
 Suctioning Air Pumps or Blowers, No. - How driven. -

RECEIVERS:—Have they been made under Survey To Germanischer Lloyd Class State No. of Report or Certificate 63692 A  
 (other than main engines) Spring loaded relief valve on receiver head  
 All details of safety devices. yes  
 Internal surfaces of the receivers be examined and cleaned. yes  
 A drain arrangement fitted at the lowest part of each receiver. yes  
 Pressure Air Receivers, No. none Cubic capacity of each - Internal diameter - thickness -  
 S, lap welded or riveted longitudinal joint. - Material - Range of tensile strength - Working pressure -  
 Air Receivers, No. 1 Total cubic capacity 50 lts. Internal diameter 252 mm thickness 7.5 mm  
 S, lap welded or riveted longitudinal joint. seamless Material Steel Range of tensile strength - Working pressure 30 Atm.

TRIC GENERATORS:—Type AW 105 MOD  
 Voltage of supply 230 volts. Full Load Current 350 Amps. each Amperes. Direct or Alternating Current D.C.  
 Alternating current system, state the periodicity. - Has the Automatic Governor been tested and found as per Rule when full load is suddenly thrown  
 off. yes Generators, are they compounded as per Rule. yes is an adjustable regulating resistance fitted in series with each shunt field. yes  
 Terminals accessible, clearly marked, and furnished with sockets. yes Are they so spaced  
 led that they cannot be accidentally earthed, short circuited, or touched. yes Are the lubricating arrangements of the generators as per Rule. yes  
 Generators are under 100 kw. full load rating, have the makers supplied certificates of test. no and do the results comply with the requirements. -  
 Generators are 100 kw. or over have they been built and tested under survey. -  
 of driven machinery other than generator Both forward diesel generator sets are clutch coupled to air compressors  
 S.—Are approved plans forwarded herewith for Shafting. - Receivers. - Separate Tanks. -  
 (If not, state date of approval) Torsional Vibration characteristics if applicable been approved. - Armature shaft Drawing No. -  
 (State date of approval and name of previous duplicate case, if any) spare gear required by the Rules been supplied. yes

The foregoing is a correct description,

Manufacturer.



© 2020

Lloyd's Register Foundation

006160-006174-0226



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

Dates of Examination of principal parts—Cylinders—Covers—Pistons—Piston rods—  
Connecting rods—Crank and Flywheel shafts—Intermediate shafts—

Crank shaft { Material—Steel—Tensile strength—  
Elongation—Identification Marks—

Flywheel shaft, Material—Identification Marks—

Identification marks on Air Receivers—Certificate No. 63692 AB (Germanischer Lloyd)

Is this machinery duplicate of a previous case—yes—If so, state name of vessel—"TRANSVAAL" and "NIGERIA"

GENERAL REMARKS (State quality of workmanship, opinions as to class, &c.) The generator engines are built to Germanischer Lloyd Requirements. The forward inboard and the aft outboard generator diesel engines no completely examined and found all parts in good order. All generator engines examined under working conditions, and at full load, and found all sound. The workmanship is good.

Surgeon-General (MADE AND PRINTED IN ENGLAND)  
(The Surgeons are requested not to write on or below the space for Committee Minute.)

The amount of Fee ... £ See Rpt. 9

Travelling Expenses (if any) £

When applied for 19  
When received 19

Committee's Minute THU 12 MAR 1953

Assigned

See Rpt. 9

Surveyor to Lloyd's Register of Shipping



© 2020

Lloyd's Register Foundation