

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 93,226

Writing Report 10 When handed in at Local Office 10 Port of London
 Survey held at Bedford Date, First Survey 9 May 1928 Last Survey 3rd November 1928
 on the Tug MANUNDA Tons Gross 651 Net 651
 at Glasgow By whom built James W. Beadmore & Co. Ltd. Yard No. 651 When built 1928
McLachlan & Co. Port belonging to James W. Beadmore & Co. Ltd.
 Engines made at Bedford By whom made James W. Beadmore & Co. Ltd. Contract No. 99601/4/1/2 When made 1928
 Generators made at Bedford By whom made James W. Beadmore & Co. Ltd. Contract No. 99601/4/1/2 When made 1928
 of Sets 5 Engine Brake Horse Power 1750 Nom. Horse Power as per Rule 500 Total Capacity of Generators 200 Kilowatts.

ENGINES, &c. Type of Engines Burneister - Main - Diesel 2 or 4 stroke cycle 4 Single or double acting S.A.
 max pressure in cylinders 500 lb/sq in Diameter of cylinders 325 mm Length of stroke 440 mm No. of cylinders 6 No. of cranks 6
 of bearings, adjacent to the Crank, measured from inner edge to inner edge 380 mm Is there a bearing between each crank Yes
 revolutions per minute 300 Flywheel dia. 1700 mm Weight 8490 lbs Means of ignition Compression Kind of fuel used Diesel
 as per Rule 186 mm Crank pin dia. 190 mm Crank Webs 280 mm Mid. length thickness 100 mm Thickness parallel to axis SOLID FORGED
 as fitted 190 mm Wheel Shaft, dia. 23.5 mm Intermediate Shafts, diameter 23.5 mm Thickness of cylinder liners 23.5 mm
 as per Rule 23.5 mm Thickness of cylinder liners 23.5 mm
 governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication Laced, mechanical.
 the cylinders fitted with safety valves Yes Are the exhaust pipes and flues water cooled or lagged with non-conducting material Yes
 ling Water Pumps, No. One per engine Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
 licating Oil Pumps, No. and size One per engine driven through gear from crankshaft.
 Compressors, No. One per engine No. of stages Three Diameter 38x34x88 mm Stroke 260 mm Driven by Crankshaft
 rearing Air Pumps, No. One per engine Diameter 38x34x88 mm Stroke 260 mm Driven by Crankshaft

RECEIVERS: Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes Insulate Plug Yes
 the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Ends portable
 a drain arrangement fitted at the lowest part of each receiver Yes
 a Pressure Air Receivers, No. One per engine Cubic capacity of each 90 litres Internal diameter 9 3/4" thickness 3/8"
 less, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 29/33 1/2" Working pressure by Rules 1025 lbs/sq in
 ting Air Receivers, No. One per engine Total cubic capacity 90 litres Internal diameter 9 3/4" thickness 3/8"
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ELECTRIC GENERATORS: Type Open
 ssure of supply 220 volts. Load 1090 Amperes. Direct or Alternating Current Direct
 alternating current system, state frequency of periods per second 50
 the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off Yes
 erators, do they comply with the requirements regarding rating Yes are they compound wound Yes
 hey over compounded 5 per cent Level Compounding if not compound wound state distance between each generator Yes
 adjustable regulating resistance fitted in series with each shunt field Yes Are all terminals accessible, clearly marked, and furnished with sockets Yes
 hey 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
 NS. Are approved plans forwarded herewith for Shafting Yes Receivers Yes Separate Tanks Yes
 RE GEAR See List attached 1/73795.

The foregoing is a correct description,

FOR W.H. ALLEN & COMPANY, LIMITED

H. Geo. Kimber.

Manufacturer.



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Foundation

Dates of Survey while building { During progress of work in shops - May 9. June 5. Aug 3. 31. Sep. 8. 14. 17. 22. 29 Oct 5. 11. 16. 26 Nov. 3 1928.
During erection on board vessel - - -
Total No. of visits 14 partial = 6 full.

Dates of Examination of principal parts—Cylinders Covers Pistons Piston rods
Connecting rods Crank and Flywheel shaft Intermediate shaft
Crank and Flywheel shaft, Material Steel Identification Mark SEE BELOW
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.)

CRANK SHAFT IDENTIFICATION MARKS:—

ENG. A. LLOYDS
A
1334
22-6-28

ENG. B. JP
166
LLOYDS
517 RWF
RWF.
27-6-28

ENG. C. LLOYDS
R
1336
17-7-28

ENG. D. JJ
193
LLOYDS
581
RWF
20-7-28

ENG. E. R
LLOYDS
1364
10-9-28

SPARE. LLOYD
A
1368
21-9-28

This Machinery has been constructed under special Survey in accordance with approved plans and Rule Requirements.
The Workmanship & materials, so far as can be seen, are good and satisfactory bench trials have been carried out under survey.
The five sets which are numbered 99601/A/B/C/D/E have been despatched to Glasgow where they are to be installed and, in my opinion, will be eligible for inclusion in the Classification and record of L.M.C. of the vessel.

The amount of Fee ... £ 50-0-0 When applied for, 6 NOV 1928
Travelling Expenses (if any) £ 8-14-11 When received, Low 28/11/28

Arthur A. Reimers.
Surveyor to Lloyd Register of Shipping.

Committee's Minute GLASGOW 23 APR 1929

Assigned + L.M.C. K.29
on Gen. Rpt 490P9.

LR-FAF-780-119



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