

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 11537

Received at London Office

Date of writing Report 10.6.43.10 When handed in at Local Office 5.7.43.10 Port of MANCHESTER.

No. in Survey held at ASHTON-UNDER-LYNE Date, First Survey 12.2.43. Last Survey 30.4.1943.
Reg. Book. Number of Visits FourSingle
on the Twin
Triple Screw vessel
Quadruple

EMPIRE CHIEFTAIN

Tons { Gross
Net

354

Built at BARRROW.

By whom built Furness S.B. Co. Vickers Armstrongs Ltd. Yard No. 550/9 When built 1943.

Owners Port belonging to

Oil Engines made at ASHTON-U-LYNE. By whom made National Gas & O.E. Co. Engine No. 56341 When made 1943.
Air Compressor ~~made at~~ IPSWICH. By whom made Reavell & Co. Ltd. Compressor No. 81105. When made 1942.

No. of Sets One Engine Brake Horse Power 5 Nom. Horse Power as per Rule 1.4 Total Capacity of Generators Kilowatts.

OIL ENGINES, &c.—Type of Engines "B.S.S." 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 725 lbs. Diameter of cylinders 3 3/4" Length of stroke 5 1/2" No. of cylinders 1 No. of cranks 1

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 4 7/8" Is there a bearing between each crank -

Revolutions per minute 800 Flywheel dia. 22 1/2" Weight 235 lbs. Means of ignition Compression Kind of fuel used Direct Oil.

Crank Shaft, dia. of journals as per Rule Approved. 2" Crank pin dia. 2 1/8" Crank Webs Mid. length breadth 3 1/4" Thickness parallel to axis -
as fitted 2" Mid. length thickness 1 1/8" shrunk Thickness around eye hole Solid.

Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thickness of cylinder liners 3/8"

Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes. Means of lubrication Splash.

Are the cylinders fitted with safety valves No. Are the exhaust pipes and silencers water cooled or lagged with non-conducting material -

Cooling Water Pumps, No. 1 Centrifugal Type. Is the sea suction provided with an efficient strainer which can be cleared within the vessel -

Lubricating Oil Pumps, No. and size -

Air Compressors, No. One No. of stages Two Reavell Diameters No. 81105. Stroke Driven by Direct.

Scavenging Air Pumps, No. - Diameter - Stroke - Driven by -

AIR RECEIVERS:—Have they been made under Survey State No. of Report or Certificate

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. Total cubic capacity Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

ELECTRIC GENERATORS:—Type

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

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

Generators, are they compounded as per rule 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

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 8.1.42. Receivers. Separate Tanks
(If not, state date of approval)

SPARE GEAR AS PER RULE REQUIREMENTS.

The foregoing is a correct description.

THE NATIONAL GAS AND OIL ENGINE Co. Ltd.

Manufacturer.



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Lloyd's Register
Foundation

Dates of Survey while building { During progress of work in shops - 5.11.42, 15.1.43, 12.2.43. During erection on board vessel - - - Total No. of visits Three

Dates of Examination of principal parts - Cylinders 15.1.43. Covers 15.1.43. Pistons 15.1.43. Piston rods

Connecting rods 12.2.43. Crank and Flywheel shafts 5.11.42. Intermediate shafts

Crank and Flywheel shafts, Material O. H. Steel. Identification Marks LLOYD'S 1347 F.H. 5.11.42.

Intermediate shafts, Material - Identification Marks -

Identification marks on Air Receivers -

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, etc. THIS ENGINE HAS BEEN CONSTRUCTED UNDER SPECIAL

SURVEY OF TESTED MATERIALS AND IS IN ACCORDANCE WITH THE SECRETARY'S LETTERS, APPROVED PLANS AND

RULE REQUIREMENTS. THE WORKMANSHIP AND MATERIALS ARE GOOD AND THE ENGINE, WHEN TESTED IN SHOP

UNDER FULL LOAD CONDITIONS, GAVE SATISFACTORY RESULTS. IN MY OPINION, THIS ENGINE IS SUITABLE

PLACED ON BOARD A VESSEL CLASSED WITH THIS SOCIETY FOR THE PURPOSE INTENDED.

Im.11.17. Transfer. (MADE IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee Minute.)

The amount of Fee ... £ 4 : 4 : - When applied for, 5.7.1943
Travelling Expenses (if any) £ - : 10 : - When received, 19

Committee's Minute

Assigned

A. G. Smith.
Surveyor to Lloyd's Register of Shipping.