

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 95912

Received at London Office 11 JAN 1931 - 4 FEB 1931

Date of writing Report 19 When handed in at Local Office 11 JAN 1931 Port of London

No. in Survey held at Bedford Date, First Survey 8th July, 1930 Last Survey 9th Dec. 1930

Reg. Book. 8969 (Reg) on the Single Twin Triple Screw vessel "BRITISH PRIDE" Tons Gross Net

Built at Port Glasgow By whom built Lithgow's Limited Yard No. 849 When built

Owners British Tankers Ltd. Port belonging to

Oil Engines made at Bedford By whom made Jem M. Allen Sons Ltd Contract No. 11/2344/1/3 When made 1930

Generators made at do By whom made do Contract No. E/2345/1/2 When made 1930

No. of Sets 2 Engine Brake Horse Power 200 Total Nom. Horse Power as per Rule 64 Total Capacity of Generators 130 Kilowatts.

OIL ENGINES, &c. Type of Engines Allen-Burmeister & Wain 2 or 4 stroke/cycle 4 Single or double acting SA

Maximum pressure in cylinders 500 lbs/sq in Diameter of cylinders 325 mm Length of stroke 370 mm No. of cylinders 2 No. of cranks 2

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 400 mm Is there a bearing between each crank Yes

Revolutions per minute 300 Flywheel dia. 1600 mm Weight 3.15 Tons Means of ignition Compression Kind of fuel used Diesel

Crank Shaft, dia. of journals as per Rule 179.7 mm as fitted 190 mm Crank pin dia. 190 mm Crank Webs Mid. length breadth 280 mm Mid. length thickness 100 mm Thickness parallel to axis SOLID FORGED

Flywheel Shaft, diameter as per Rule CRANKSHAFT as fitted Intermediate Shafts, diameter as per Rule as fitted Thickness of cylinder liners 23.5 mm

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

Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material

Cooling Water Pumps, No. One per Engine Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Lubricating Oil Pumps, No. and size One per Engine

Air Compressors, No. One per Engine No. of stages 3 Diameters 292x256x63 Stroke 214 mm Driven by Engine Crank

Scavenging Air Pumps, No. Diameter Stroke Driven by

AIR RECEIVERS: Is each receiver, which can be isolated, fitted with a safety valve as per Rule Fusible Plug Ends portable

Can the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces

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

High Pressure Air Receivers, No. One per Engine Cubic capacity of each 90 litres Internal diameter 9 3/4 inch thickness 3/8 inch

Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 29/33 tons/sq in Working pressure by Rules 1026 lbs/sq in

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 Open Type (Vermunproof) Pressure of supply 110 volts Load 590 Amperes Direct or Alternating Current Direct

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 Yes

Generators, do they comply with the requirements regarding rating Yes are they compound wound Yes

are they over compounded 5 per cent Level compounding of not compound wound state distance between each generator

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

PLANS. Are approved plans forwarded herewith for Shafting 26th March 1929 Receivers Separate Tanks

SPARE GEAR As per attached List Sy. N° 176737 - 1 Set list 1.

The foregoing is a correct description. W. H. ALLEN, SOLE & GENERAL MANUFACTURER.



Dates of Survey while building { During progress of work in shops - - - } July 8. 10 Oct 28. 31. Nov. 7. 11. 18. 27 Dec. 3. 9. 1930
 { During erection on board vessel - - - }
 Total No. of visits 10 partial = 5 Full.

Dates of Examination of principal parts—Cylinders Oct. 18. 28. Dec. 13. Covers Oct. 28. Dec. 9. Pistons Dec. 3 Piston rods ✓

Connecting rods July 8. 10. Crank and Flywheel shaft Nov. 7. Intermediate shaft ✓

Crank and Flywheel shaft, Material Steel Identification Mark SEE BELOW Intermediate shafts, Material Identification Marks

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. TEST 146
 LLOYDS
 3914 R.W.F.
 30-6-30 J.P.
 R.W.F.
 CR
 7-11-30

Eng. B. TEST 147
 R.W.F. J.P.
 LLOYDS J.P.
 3915
 30-6-30
 R.W.F.
 CR
 7-11-30

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 two sets, which are numbered 22344/A/B have been despatched to Glasgow where they are to be installed on board the vessel and, in my opinion, will be eligible for inclusion in the Classification and record of 4 L.M.C. when this has been done under survey.

The amount of Fee ... £ 6-8-0
 Travelling Expenses (if any) £ 3-14-0
 When applied for, 11 JAN 1931
 When received, 7.2.1931

Arthur A. Lehner
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 3 - FEB 1931
 Assigned See Gen. Rpt. 19294



Im. 7, 26—Transfer. (The Surveyors are requested not to write on or below the space for Committee's Minute.)