

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 95947

Received at London Office

20 JAN 1931 25 MAR 1931

Date of writing Report

Bedford

When handed in at Local Office 20 JAN 1931

Port of

London

Date, First Survey

8th July, 1930

Last Survey

15th January, 1931

No. in Survey held at

Reg. Book.

896968 (p. 1) Single

on the

Screw vessel

"BRITISH PRESTIGE"

Tons { Gross 7000
Net 6526

Built at

Port Glasgow
British Tanker Co. Ltd.

By whom built

Lithgow's Ltd.

Yard No.

When built

Port belonging to

London

Oil Engines made at

Bedford

By whom made

Messrs. H. H. Allen & Co. Ltd.

Contract No.

N/22344/E/F

When made 1930

Generators made at

Bedford

By whom made

Messrs. H. H. Allen & Co. Ltd.

Contract No.

E/22345/F

When made 1930

No. of Sets 2

Engine Brake Horse Power

200 bhp

Nom. Horse Power as per Rule

64

Total Capacity of Generators

130 Kilowatts.

OIL ENGINES, &c.

Type of Engines

Allen-Barnes - Main, enclosed. 2 or 4 stroke cycle

4

Single or double acting S.A.

Maximum pressure in cylinders

500 lbf/sq in

Diameter of cylinders

325 in

Length of stroke

370 in

No. of cylinders

2

No. of cranks 2

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

400 in

Is there a bearing between each crank Yes

Revolutions per minute

300

Flywheel dia.

1600 in

Weight

3.15 Tons

Means of ignition

Compression

Kind of fuel used

Diesel

Crank Shaft, dia. of journals

as per Rule 179.7 in

as fitted 190 in

Crank pin dia.

190 in

Crank Webs

Mid. length breadth

280 in

Mid. length thickness

100 in

Thickness parallel to axis SOLID FORGED

Flywheel Shaft, dia.

as per Rule CRANKSHAFT

Intermediate Shafts, diameter

as fitted

Thickness of cylinder liners

23.5 in

Means of lubrication Mechanical Forced.

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

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

Lubricating Oil Pumps, No. and size

One per Engine

Air Compressors, No.

One per Engine

No. of stages

3

Diameter 29x25x63 in

Stroke

214 in

Driven by

Main Eng. Crank.

Scavenging Air Pumps, No.

One per Engine

Diameter

Stroke

Driven by

Fusible Plug

Ends portable

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Yes

What means are provided for cleaning their inner surfaces

Ends portable

Can the internal surfaces of the receivers be examined

Yes

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 in

thickness

3/8 in

Seamless, lap welded or riveted longitudinal joint

Beamless

Material

Steel

Range of tensile strength

29/33 lbf/sq in

Working pressure by Rules

1026 lbf/sq in

Starting Air Receivers, No.

Yes

Total cubic capacity

Internal diameter

thickness

Working pressure by Rules

Yes

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules

Yes

ELECTRIC GENERATORS:—Type

Open Type (Vermion Proof)

Direct

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 over compounded 5 per cent.

Level compounding

not compound wound

state distance between each generator

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 the lubricating arrangements of the generators as per Rule

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

Receivers

Separate Tanks

Yes

SPARE GEAR

As per attached List G. N/70737. (1st List.)

The foregoing is a correct description.

H. H. ALLEN, SONS & CO., LTD.,

Manufacturer.



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002024-002037-0040

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

July 8-10-16. Oct. 31. Nov. 18. 27 Dec. 3. 9. 23. Jan 2. 15.

Dates of Examination of principal parts—Cylinders *Nov. 18 Dec. 3. 9. 2* Covers *Nov. 18 Dec 3* Pistons *Jan. 6* Piston rods ☒

Connecting rods *July 8. 10. 16* Crank and Flywheel shaft Intermediate shaft
 Crank and Flywheel shaft, Material *Dec. 9* Identification Mark *SEE BELOW* Identification Marks

Is this machinery duplicate of a previous case If so, state name of vessel

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

Crank Shaft Identification marks:-
Eng. E. *Eng. F.*

LLOYD'S TEST N^o 23159

CAST N^o 4710

A LR C 7-11-30.

TEST 163 J.P.

LLOYD'S 8791

23-7-30

KI/22344/F

A LR C

9-12-30

This Machinery has been constructed under Special Survey in accordance with approved plans and Rule Requirements. The Workmanship and Materials, so far as can be seen, are good and satisfactory Bench trials have been carried out. The two sets which are numbered 22344/E/F. 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 +LMC. when this has been done.

1m. 7. 28—Transfer.
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Fee ... £ 6-8-0: When applied for, 20 JAN 1931

Travelling Expenses (if any) £ 3-14-0 When received, 18th FEB. 1931

Committee's Minute GLASGOW 24 MAR 1931

Assigned + L.M.C. 3. 31. F.P. on Grk. Rpt. 19310.

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



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