

## REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 12218  
13 JUL 1931  
18 MAR 1931

Received at London Office

Date of writing Report 12 March 1931. When handed in at Local Office

19 Port of

AMSTERDAM

No. in Survey held at AMSTERDAM  
Reg. Book.

Date, First Survey 23 October Last Survey 5 January 1931

Number of Visits 6

on the ~~Twin~~ <sup>Single</sup> Screw vessel "P. SMIT JR's YARD NO. 469"Tons { Gross 11.500  
Net -

Built at Rotterdam By whom built N.V. Machinefabriek &amp; Scheepswerf P. Smit Jr. Yard No. When built 1931

Owners Anglo Saxon Petroleum Co., Ltd.

Port belonging to London

Oil Engines made at Amsterdam By whom made N.V. Kromhout Motoren Fabriek Contract No. 5954, When made 1931

Generators made at Slikkerveer By whom made Smit Contract No. - When made 1930

No. of Sets 1 Engine Brake Horse Power 26 Nom. Horse Power as per Rule 7 Total Capacity of Generators 16 Kilowatts.

OIL ENGINES, &amp;c.—Type of Engines Kromhout Oil Engine 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders 35 kg/cm<sup>2</sup> Diameter of cylinders 210 mm Length of stroke 245 mm No. of cylinders 1 No. of cranks 1

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 328 mm Is there a bearing between each crank -

Revolutions per minute 390 Flywheel dia. 1100 mm Weight 1180 kg Means of ignition lamps air Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule 110 mm as fitted 110 mm Crank pin dia. 110 mm Crank Webs Mid. length breadth 150 mm Mid. length thickness 61.5 mm Thickness parallel to axis 1/2 inch Thickness around eyehole 1/2 inch

Flywheel Shaft, diameter as per Rule - as fitted - Intermediate Shafts, diameter as per Rule - as fitted - Thickness of cylinder liners -

Is a governor or other arrangement fitted to prevent racing of the engine when declutched - Means of lubrication forced lubrication

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

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

Lubricating Oil Pumps, No. and size 1 2 inch one for beam and crankshaft.

Air Compressors, No. - No. of stages - Diameters - Stroke - Driven by -

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 -

Can the internal surfaces of the receivers be examined - What means are provided for cleaning their inner surfaces hand hole.

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. 2 Total cubic capacity 200 Litre Internal diameter 315 mm thickness 8 mm

Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 28/31 ton/1 sq. inch Working pressure by Rules 43 kg/cm<sup>2</sup>

ELECTRIC GENERATORS:—Type Smit Slikkerveer

Pressure of supply 110 volts Load 145 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 -

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

are they over compounded 5 per cent. - if not compound wound state distance between each generator -

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 -

PLANS. Are approved plans forwarded herewith for Shafting Receivers in London Separate Tanks Office.  
(If not, state date of approval) Sunday, 11th 5. 1930

## SPARE GEAR

Set of piston rings, studs for cylinder covers, 1 set of bottom end bones and bolts, 1 gudgeon pin, 2 steel slots, 1 fuel pump complete, 2 fuel jets, 1 c. chamber, springs, valves for fuel and cooling pump. Studs for main beam, keel, various brackets.

The foregoing is a correct description.

N.V. KROMHOUT MOTOREN FABRIEK

D. Goedkoop Jr.

Manufacturer.



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Lloyd's Register

002269-002278-0060



Dates of Survey while building  
 During progress of work in shops - 13/10, 4/11, 26/11, 4/12, 13/12, 5/1, 1931.  
 During erection on board vessel - - -  
 Total No. of visits 4

Dates of Examination of principal parts—Cylinders 23/10 - 13/12 Covers 23/10 - 13/12 Pistons 23/10 - 13/12 Piston rods -

Connecting rods 23/10 - 4/12 Crank and Flywheel shaft 23/10 - 4/12 Intermediate shaft -

Crank and Flywheel shafts, Material Steel

Identification Mark Lloyd's M. R. 30.7.30

Intermediate shafts, Material -

Identification Marks -

Is this machinery duplicate of a previous case? Yes. If so, state name of vessel by ex: 5735. Amsterdam Reg. 12161.

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

The engine has been constructed in accordance with the Rules, Surveyor's letter and approved plans. All motive testie as required and workmanship good. The engine has been tested under full working conditions on the bench and good.

The engine has been forwarded to Rotterdam

Certificate (if required) to be sent to Surveyor Rotterdam

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Assign

1m.9.38 - Transfer. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Fee ... 1/100. -  
 Travelling Expenses (if any) 4/-

When applied for, 19...  
 When received, 19...

Committee's Minute

Assigned

TUE. 21 JUL 1931

See J.E. Rpt

F. W. Beerman.  
 Surveyor to Lloyd's Register of Shipping.



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 Foundation