

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 11502

Received at London Office 27 JUN 1929

Date of writing Report 19 June 1929 When handed in at Local Office 19 Port of AMSTERDAM

No. in Survey held at AMSTERDAM Date, First Survey November 19 Last Survey June 18 1929
Reg. Book. Number of Visits 2

on the ^{Single} ~~Twin~~ ~~Triple~~ ~~Quadruple~~ Screw vessel KROMHOUT OIL ENGINE NO. 5015, type ER-I Tons { Gross - Net -

Built at - By whom built - Yard No. - When built -

Owners Nederlandsch-Indische Tank-Stoomboot My. Port belonging to Rotterdam

Oil Engines made at Amsterdam By whom made Kromhout Motoren Fabriek Contract No. - When made 1929

Generators made at Slikerveer By whom made W. Smit Contract No. - When made 1929

No. of Sets 1 Engine Brake Horse Power 22 Nom. Horse Power as per Rule 6. Total Capacity of Generators 10 Kilowatts.

OIL ENGINES, &c.—Type of Engines Kromhout oil engine 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders 18 kg p. cm² Diameter of cylinders 230 mm Length of stroke 240 mm No. of cylinders 1 No. of cranks 1

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 264 mm Is there a bearing between each crank no

Revolutions per minute 440 Flywheel dia. 1100 mm Weight 600 kg Means of ignition Centrifugal Kind of fuel used gas oil

Crank Shaft, dia. of journals as per Rule 85 mm Crank pin dia. 85 mm Crank Webs Mid. length breadth 120 mm Thickness parallel to axis shrunk
as fitted 85 mm Mid. length thickness 52 mm Thickness around eye hole Solid

Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as fitted Thickness of cylinder liners no

Is a governor or other arrangement fitted to prevent racing of the engine when declutched no Means of lubrication forced lubrication

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

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

Lubricating Oil Pumps, No. and size one 5 feeds.

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

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

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule no

Can the internal surfaces of the receivers be examined no What means are provided for cleaning their inner surfaces no

Is there a drain arrangement fitted at the lowest part of each receiver no

High Pressure Air Receivers, No. no Cubic capacity of each no Internal diameter no thickness no

Seamless, lap welded or riveted longitudinal joint no Material no Range of tensile strength no Working pressure by Rules no

Starting Air Receivers, No. one Total cubic capacity 40 L. Internal diameter 203 mm thickness 7 mm

Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 28/29 tons Working pressure by Rules 7 kg p. cm²

ELECTRIC GENERATORS:—Type Smit Slikerveer

Pressure of supply 110 volts. Load 90.9 Amperes. Direct or Alternating Current Direct current.

If alternating current system, state frequency of periods per second no

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. yes, if not compound wound state distance between each generator no

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 Retained Receivers in London Separate Tanks Office
(If not, state date of approval) Secretary's letter 22.9.28.

SPARE GEAR

Piston with rings complete. 1 Combustion chamber, 1 gudgeon pin, 1 roller plate, 3 igniter wires, 1 set of bottom end bones, bolts, 1 set of main bearing bones and bolts, 1 fuel pump complete, various lengths of bolts, 1 fuel injector and starting plug.

The foregoing is a correct description,
KROMHOUT MOTOREN FABRIEK
D. GOEDKROOP Jr.
[Signature]

Manufacturer.

Dates of Survey while building { During progress of work in shops - - } *Apr. 19. April 30. May 15. 27. June 3. 18.*
 { During erection on board vessel - - - }
 Total No. of visits *6*

Dates of Examination of principal parts—Cylinders *19/11 - 24/5* Covers *19/11 - 24/5* Pistons *19/11 - 24/5* Piston rods *←*
 Connecting rods *19/11 - 24/5* Crank and Flywheel shaft *30/4 - 24/5* Intermediate shaft *←*

Crank and Flywheel shaft, Material *Steel* Identification Mark *M. C. K. 1414* Intermediate shafts, Material *←* Identification Marks *←*

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *Amsterdam Reg. No. 11284*

General Remarks (State quality of workmanship, opinions as to class, &c.) *Engine No. 4974.*

The engine has been constructed under Special Survey in accordance with the approved plans and Secretary's letter. All material tested as required, workmanship good. Engine tried under full working condition on test bench and good.

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

The amount of Fee ...	<i>f. 180.-</i>	When applied for,
Travelling Expenses (if any)	<i>f. 4.50</i>	When received,
		19.....

A. N. Bennett
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned

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