

# REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 9939

GLASGOW REPORT No.

62728

G.Rpt. No. 21039

Date of writing Report 5/3/40 When handed in at Local Office 27/3/40 Port of MANCHESTER Received at London Office APR -1 1940

No. in Survey held at REDDISH, MANCHESTER Date, First Survey 13-12-39 Last Survey 27-2 1940  
Reg. Book. SS" NOVELIST Number of Visits 3

Single  
on the Twin  
Triple  
Quadruple

Screw vessel

CAMPBELL & SHERWOOD  
CONTRACT No. 17382

Tons { Gross  
Net

Built at \_\_\_\_\_ By whom built \_\_\_\_\_ Yard No. \_\_\_\_\_ When built \_\_\_\_\_

Owners \_\_\_\_\_ Port belonging to \_\_\_\_\_

Oil Engines made at REDDISH By whom made CROSSLEY BROS ENGINE Contract No. 128737 When made 1940

Generators made at LIVERPOOL By whom made CAMPBELL & SHERWOOD GENERATOR Contract No. 13683 When made 1940

No. of Sets ONE Engine Brake Horse Power 8 Nom. Horse Power as per Rule 2.8 Total Capacity of Generators 5 Kilowatts.

OIL ENGINES, &c.—Type of Engines VERTICAL PETROL/PARAFFIN 2 or 4 stroke cycle 4 Single or double acting SINGLE

Maximum pressure in cylinders 450 lb/sq in Diameter of cylinders 4" Length of stroke 4.5" No. of cylinders ONE No. of cranks ONE

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 3 1/16" Is there a bearing between each crank —

Revolutions per minute 1500 Flywheel dia. 19" Weight 185 lbs Means of ignition MAGNETO Kind of fuel used PARAFFIN

Crank Shaft, dia. of journals as per Rule APPROVED 3 1/4" Crank pin dia. 2 3/8" Crank Webs — Mid. length breadth — Thickness parallel to axis SOLID  
as fitted — Mid. length thickness — Thickness around eyehole —

Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thickness of cylinder liners .274"  
as fitted — as fitted —

Is a governor or other arrangement fitted to prevent racing of the engine when detached YES Means of lubrication FORCED

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. ONE Is the sea suction provided with an efficient strainer which can be cleared within the vessel ✓

Lubricating Oil Pumps, No. and size ONE 9/16" x 1/2" STROKE

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

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 110 volts. Full Load Current 45.5 Amperes. Direct or Alternating Current DIRECT

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 YES 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 YES Receivers — Separate Tanks YES  
(If not, state date of approval)

SPARE GEAR ✓

The foregoing is a correct description.

CROSSLEY BROTHERS LIMITED,

*W. M. Ward*

Manufacturer.



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Dates of Survey while building { During progress of work in shops - - } 1939 DEC. 13<sup>TH</sup> 1940 JAN. 25<sup>TH</sup> FEB. 27<sup>TH</sup>  
{ During erection on board vessel - - - }  
Total No. of visits 3

Dates of Examination of principal parts—Cylinders 13-12-39 Covers 25-1-40 Pistons 13/12/39 Piston rods —  
Connecting rods 13-12-39 Crank and Flywheel shafts 13-12-39 Intermediate shafts ✓  
Crank and Flywheel shafts, Material O. H. STEEL Identification Marks LLOYDS J.W.L 13/12/39 N<sup>o</sup> 1096  
Intermediate shafts, Material ✓ Identification Marks ✓  
Identification marks on Air Receivers ✓

Is this machinery duplicate of a previous case YES If so, state name of vessel See Manchester report N<sup>o</sup> 9838.

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

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 material & workmanship are of a good quality, and the engine when tested in shop under full load conditions showed satisfactory results. In my opinion this engine is suitable to be placed on board a vessel, classed with this Society for the purpose intended.

The amount of Fee ... £ 4 : 4 :  
Travelling Expenses (if any) £ : 6 :  
When applied for, 26-3-1940  
When received, 20-5-1940

J.B.G.

J.B. Goodier  
Surveyor to Lloyd's Register of Shipping.

See Sec. C.4

Committee's Minute

Assigned



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