

# REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS

No. 19864

15 DEC 1934

Received at London Office

Date of writing Report 30 11 1934 When handed in at Local Office 4<sup>th</sup> December 1934 Port of Greenock

No. in Survey held at Reg. Book. Date, First Survey 31<sup>st</sup> July 1934 Last Survey 1<sup>st</sup> December 1934 Number of Visits 21

on the ~~Single~~ ~~Twin~~ ~~Triple~~ ~~Quadruple~~ Screw vessel Tons { Gross Net

Built at Belfast By whom built Warkman Black & Co<sup>ys</sup> Yard No. 536 When built 1934

Owners Anglo Saxon Petroleum Co<sup>ys</sup> Port belonging to London

Oil Engines made at Greenock By whom made John & Kincaid & Co<sup>ys</sup> Contract No. 1182 When made 1934

Generators made at Sunduland By whom made Sunduland Engineering Co<sup>ys</sup> Contract No. 2446 When made 1934

No. of Sets one Engine Brake Horse Power 26/30 Nom. Horse Power as per Rule 12 Total Capacity of Generators 16 Kilowatts.

OIL ENGINES, &c.—Type of Engines Horizontal HS 2 Type 2 stroke cycle 2 Single double acting Single

Maximum pressure in cylinders 35 1/2 lb./sq. in. Diameter of cylinders 210 mm Length of stroke 275 mm No. of cylinders one No. of cranks one

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

Revolutions per minute 300 as approved 1-3-34 Flywheel dia. 1100 mm Weight 1180 Kg. Means of ignition Compression Kind of fuel used Diesel

Crank Shaft, dia. of journals 110 mm as fitted Crank pin dia. 110 mm Crank Webs Mid. length breadth 150 mm Mid. length thickness 70 mm Thickness parallel to axis shrunk Thickness around eyehole

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 2 3/4 1.89 Thickness of cylinder liners none

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

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

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

Lubricating Oil Pumps, No. and size one (Polar)

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

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 volts. Load Amperes. Direct or Alternating Current

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 Separate Tanks (If not, state date of approval)

SPARE GEAR

The foregoing is a correct description,  
For JOHN G. KINCAID & CO. LIMITED.

Director.

Manufacturer.



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Dates of Survey while building { During progress of work in shops - (1934) July 31 Aug 4 13 22 28 Sept 7 20 25 26 28 Oct 5 8 14 29 Nov 6 12 19 22 23 29 Dec 1  
During erection on board vessel - - -  
Total No. of visits 21

Dates of Examination of principal parts—Cylinders 5. 10 34 Covers 28. 10 34 Pistons 12. 11. 34 Piston rods —

Connecting rods 28. 10 34 Crank and Flywheel shaft 2. 8. 34 (Grunnby) Intermediate shaft — 5. 10 34.

Crank and Flywheel shaft, Material S Identification Mark LR 1837 Intermediate shafts, Material S Identification Marks LR 82(1)

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. This engine was built under Special Survey in accordance with the approved plan. The workmanship & material are of good quality. Engine tested under full working conditions for a period of 6 hours, found satisfactory, now shipped to Belfast for getting on board.

Im. 7.30—Transfer.  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Fee ... £ 4 : 4 : When applied for, 19  
Travelling Expenses (if any) £ : : When received, 1-1-35 19

Committee's Minute GLASGOW 11 DEC 1934

Assigned TRANSMIT TO LONDON

W. Gordon-Muclun  
Surveyor to Lloyd's Register of Shipping.

TUE. 12 FEB. 1935

See Bel. 76  
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