

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 10946

Received at London Office 19 APR 1928

Date of writing Report 12 April 1928 when handed in at Local Office 19 Port of AMSTERDAM

No. in Survey held at AMSTERDAM Date, First Survey 28 Sept 1927 Last Survey 5 April 1928
Reg. Book. Number of Visits 9

on the ~~XXXXXXX~~ Single
Twin Kromhout OIL ENGINE NO. 4322 (type ER-I) Tons { Gross -
Triple Net -
Quadruple

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

Owners Anglo-Saxon Petroleum Co.Ld. Port belonging to London

Oil Engines made at Amsterdam By whom made N.V.Kromhout Motoren Fabr. Contract No. - When made 1928
Smit & Co.

Generators made at Slikerveer By whom made Electrotechn. Ind. v/h.W. Contract No. - When made 1928

No. of Sets 1 Engine Brake Horse Power 22 Nom. Horse Power as per Rule 6 Total Capacity of Generators 14 Kilowatts.

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

Maximum pressure in cylinders 16 kg/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 <

Revolutions per minute 440 Flywheel dia. 1100 mm. Weight 600 kg. Means of ignition Ignition plates Kind of fuel used Crude oil

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

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 Yes Means of lubrication Grease

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

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

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. one Total cubic capacity 40 dm³ Internal diameter 205 mm. thickness 4 mm

Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 2450 kg/cm² Working pressure by Rules 105 kg/cm²

ELECTRIC GENERATORS:—Type Smit Slikerveer

Pressure of supply 110 volts. Load 127 Amperes. Direct or Alternating Current Continuous

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 Retained Receivers in London Separate Tanks office
(If not, state date of approval) Sent by letter 27 July 1927

SPARE GEAR

Put in with rings complete, 1 construction chamber, 1 gudgeon pin, 1 roller plate, 3 ignition covers, 1 set of bottom end bones, bolts, 1 set of main beam bones and bolts, 1 burner for rapid heater, 1 fuel pump, various lengths of tubes.

[Faint, illegible text and markings]

The foregoing is a correct description,
N.V. KROMHOUT MOTOREN-FABRIEK
D. GOEDKOOP JR.
Manufacturer.



Dates of Survey while building { During progress of work in shops - - } *Sept. 20. Oct. 4. 20. 22. Nov. 23. March. 1. 12. April 3*
 { During erection on board vessel - - - }
 Total No. of visits *9.*

Dates of Examination of principal parts—Cylinders *28/9 - 22/10* Covers *✓* Pistons *1/10 - 1/3* Piston rods *✓*

Connecting rods *28/9 - 23/11* Crank and Flywheel shaft *1/10 - 25/11* Intermediate shaft *✓*

Crank and Flywheel shaft, Material *Steel* Identification Mark *1303W.H.C* Intermediate shafts, Material *✓* Identification Marks *✓*

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *St. Louis 4569. Amal. Reg. N: 10841.*

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

The oil engine has been constructed under Spine Lundy, in accordance with the approved plan. And Secretary's letter. All material tested as required, workmanship good. Engines tried under full working conditions on test bench and good.

P. N. Bennett

1m. 7.26—Transfer. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Fee	<i>£180.-</i>	When applied for,	19.....
Travelling Expenses (if any) £	<i>41.50</i>	When received,	<i>25.4.28</i>

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

Committee's Minute TUE. 7 JAN 1930
Assigned See Row 2E 886

