

# REPORT ON ~~OIL~~ <sup>STEAM</sup> ENGINE ~~ELECTRIC~~ <sup>AIR COMPRESSOR</sup> GENERATOR SETS

No. 8760

Date of writing Report 20. Nov. 36 When handed in at Local Office 25<sup>th</sup> Nov. 36 Port of MANCHESTER  
 No. in Survey held at BURY Date, First Survey JULY 28. 1936 Last Survey NOV. 16 1936  
 Reg. Book. Number of Visits 3

on the Single Screw vessel Floating Crane Manchester Tons { Gross  
 Triple Net  
 Quadruple

Built at SCHIEDAM By whom built MESSRS. NERF GUSTO Yard No. 716 When built  
 Owners THE MANCHESTER SHIP CANAL CO. Port belonging to MANCHESTER

Engines made at BURY By whom made ASHWORTH & PARKER. LD <sup>ENGINE</sup> Contract No. 1247 When made 1936  
<sup>COMPRESSOR</sup> Generators made at IPSWICH By whom made REAVELL & CO LD Contract No. When made

No. of Sets ONE Engine Brake Horse Power 25 Nom. Horse Power as per Rule Total Capacity of Generators Kilowatts.

**OIL ENGINES, &c.**—Type of Engines SINGLE CYLINDER 2 or 4 stroke cycle Single or double acting DOUBLE  
 Maximum pressure in cylinders W.P. 120 LBS. Diameter of cylinders 7" Length of stroke 5" No. of cylinders ONE No. of cranks ONE  
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 12" Is there a bearing between each crank  
 Revolutions per minute 720 Flywheel dia. 24" Weight 220 LBS. Means of ignition Kind of fuel used  
 Crank Shaft, dia. of journals as per Rule APPROVED Crank pin dia. 3" Crank Webs Mid. length breadth 3 3/4" Thickness parallel to axis SOLID  
as fitted 3" Mid. length thickness 1 7/8" Thickness around eye-hole  
 Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thickness of cylinder liners  
as fitted as fitted

Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication FORCED  
 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. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Lubricating Oil Pumps, No. and size  
 Air Compressors, No. ONE No. of stages Diameters Stroke Driven by ENGINE 1247  
 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 YES Receivers Separate Tanks

**SPARE GEAR**

The foregoing is a correct description,

FOR AND ON BEHALF OF  
 ASHWORTH & PARKER LTD.,

Manufacturer.

John Charlton

DIRECTOR.



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Dates of Survey while building { During progress of work in shops - - } 1936. July 28. SEPT 14. NOV 16.  
{ During erection on board vessel - - - }  
Total No. of visits 3.

Dates of Examination of principal parts—Cylinders 14-9-36 Covers 14-9-36 Pistons 16-11-36 Piston rods 16-11-36

Connecting rods 16-11-36 Crank and Flywheel shaft 16-11-36 Intermediate shaft —

Crank and Flywheel shafts, Material STEEL. Identification Mark LLOYDS. 609. J.N.K. 16.11.36.

Intermediate shafts, Material — Identification Marks —

Is this machinery duplicate of a previous case — If so, state name of vessel. —

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

THIS ENGINE HAS BEEN BUILT UNDER SPECIAL SURVEY OF TESTED MATERIALS AND IS IN ACCORDANCE WITH THE SECRETARY'S LETTERS, APPROVED PLANS AND RULE REQUIREMENTS. THE MATERIALS AND WORKMANSHIP ARE GOOD.  
THE ENGINE HAS BEEN DISPATCHED TO IPSWICH FOR FULL LOAD RUNNING TESTS.

The amount of Fee ... £  
Travelling Expenses (if any) £  
When applied for, 19...  
When received, 19...  
INCLUSIVE FEE  
WILL BE  
CHARGED LATER.

*J. Meinte*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 6 AUG 1937

Assigned See Rat 25839



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