

# REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS

No. 335.

Date of writing Report 20-4-1949 when handed in at Local Office Port of Groningen.  
 No. in Survey held at Reg. Book. Foxhol Date, First Survey 1-2-49 Last Survey 21-3-1949.  
 on the ~~Triple~~ <sup>Single</sup> Screw ~~aux~~ Motortrawler "PARGO". Number of Visits 3.  
 40 A Tons { Gross 155.17  
 30 A Net 55.55  
 Built at Foxhol By whom built N.V.Schw."Foxhol" v.h. Yard No. 84 When built 1949.  
 Owners "Arrasto" Cia de Pesca do Centro de Portugal Gebr.Muller.  
 Port belonging to Figueira da Foz.  
 23 Oil Engines made at Chiswick, London By whom made Ailsea, Graig Ricardo Contract No. 6692 When made unknown.  
 Generators made at - By whom made - Contract No. - When made -  
 No. of Sets one Engine Brake Horse Power 20 Nom. Horse Power as per Rule - Total Capacity of Generators - Kilowatts.

OIL ENGINES, &c.—Type of Engines RFS 2. 2 or 4 stroke cycle 4 Single or double acting single  
 Maximum pressure in cylinders unknown Diameter of cylinders 105 mm. Length of stroke 140 mm. No. of cylinders 2 No. of cranks 2  
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 112 mm. Is there a bearing between each crank yes  
 Revolutions per minute 1100 mm. Flywheel dia. 528 mm. Weight 132 Kg. Means of ignition compression Kind of fuel used diesel oil  
 Crank Shaft, dia. of journals as per Rule - as fitted 67 mm. Crank pin dia. 63.5 mm. Crank Webs Mid. length breadth 95 mm. Thickness parallel to axis -  
 Mid. length thickness 30 mm. shrunk Thickness around eye-hole -  
 Flywheel Shaft, diameter as per Rule - as fitted crankshaft Intermediate Shafts, diameter as per Rule - as fitted - Thickness of cylinder liners 11 mm.  
 Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication yes  
 Are the cylinders fitted with safety valves - Are the exhaust pipes and silencers water cooled or lagged with non-conducting material lagged  
 Cooling Water Pumps, No. one Ø 251 stroke 32 Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes  
 Lubricating Oil Pumps, No. and size one, capacity unknown.  
 Air Compressors, No. - No. of stages - Diameters - Stroke - Driven by -  
 This aux. engine is driving a compressor, cap. 22.8 M<sup>3</sup>, and a bilge-ballast pump cap. 30 T/H.  
 Scavenging Air Pumps, No. - Diameter - Stroke - Driven by -

IR 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 - volts. Full Load Current - Amperes. Direct or Alternating Current -  
 If alternating current system, state the periodicity - Has the Automatic Governor been tested and found as per rule when full load is suddenly thrown on and off -  
 Generators, are they compounded as per rule - is an adjustable regulating resistance fitted in series with each  
 Hunt 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 -

ANS. Are approved plans forwarded herewith for Shafting - Receivers - Separate Tanks -  
 (If not, state date of approval)  
 ARE GEAR as required. ✓

The foregoing is a correct description,

Manufacturer.



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008649-008678-0125



Dates of Survey while building { During progress of work in shops - - ) none.  
{ During erection on board vessel - - - ) 1-2-49; 2-2-49; 21-3-49.  
Total No. of visits 3.

Dates of Examination of principal parts—Cylinders 1-2-49 Covers 1-2-49 Pistons 1-2-49 Piston rods 1-2-49

Connecting rods 1-2-49 Crank and Flywheel shafts 2-2-49 Intermediate shafts -

Crank and Flywheel shafts, Material Identification Marks

Intermediate shafts, Material Identification Marks

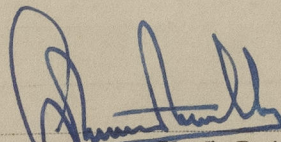
Identification marks on Air Receivers -

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 bought by the Owner and placed on board of this vessel. Engine opened out, all working parts examined, found in good condition, and has been satisfactory fitted on board. The crankshaft Brinell tested and found 73 Kg/mm<sup>2</sup>. Engine tested under working conditions. In my opinion this engine may merit the approval of the Committee.

IM 438.—Transfer, (MADE AND PRINTED IN ENGLAND)  
(The Surveyors are requested not to write on or below the space for Committee Minute.)

The amount of Fee ... £1. 75.-- : When applied for, 23-2-49. Paid 10/3/49.  
Travelling Expenses (if any) £ - : When received, 19.

  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI, 3 JUN 1949  
Assigned Su F. E. Walsh, rpt.