

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 97508

Received at London Office 10 MAY 1932

Date of writing Report 4th May 1932 When handed in at Local Office 10 Port of Landa
No. in Survey held at Leichworth Date, First Survey 25th Jan 31 Last Survey 23rd March 1932
Rej. Book. Number of Visits 6

on the Triple Screw vessel TARANA (Trawler) Tons { Gross 320.26
Net 135.42

Built at Rotterdam By whom built P. Smit - Jansz Yard No. 488 When built 1932
Owners Port belonging to

Oil Engines made at Leichworth By whom made Aster, Len. Contract No. 600/L When made 1932

Generators made at Chelmsford By whom made Crompton, Parkinson Contract No. A. 698 When made 1932

No. of Sets 1 Engine Brake Horse Power 16 Nom. Horse Power as per Rule 5 Total Capacity of Generators 9 Kilowatts.

OIL ENGINES, &c.—Type of Engines Diesel 2 or 4 stroke cycle 4 Single or double acting single
Maximum pressure in cylinders 500 lb. Diameter of cylinders 120 mm. Length of stroke 150 mm. No. of cylinders 2 No. of cranks 2
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge. 345 mm. Is there a bearing between each crank No
Revolutions per minute 1000 Flywheel dia. 26" Weight 322 lbs. Means of ignition Compression Kind of fuel used heavy oil
Crank Shaft, dia. of journals as per Rule 73 mm. as fitted 72 mm. Crank pin dia. 72 mm. Crank Webs Mid. length breadth 96 mm. Thickness parallel to axis —
Mid. length thickness 40 mm. Thickness around eye-hole —
Flywheel Shaft, diameter as per Rule Part of Rank shaft as fitted Rank shaft 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 forced
Are the cylinders fitted with safety valves Yes 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 1/2" dia. plunger
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 Compound wound
Pressure of supply 110 volts. Load 82 Amperes. Direct or Alternating Current direct
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 Yes
Generators, do they comply with the requirements regarding rating Yes are they compound wound Yes
are they over compounded 5 per cent. No, 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 Yes
are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched Yes Are the lubricating arrangements of the generators as per Rule Yes

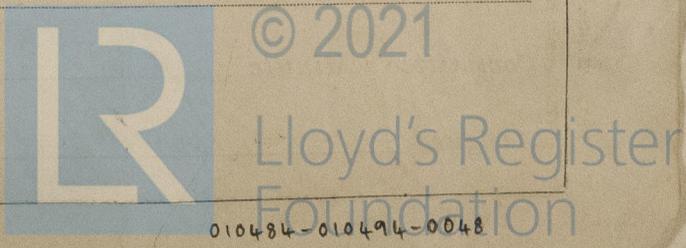
PLANS. Are approved plans forwarded herewith for Shafting Yes Receivers — Separate Tanks Yes
(If not, state date of approval)

SPARE GEAR As per attached list.

The Aster motor of this set has been removed and replaced by a Junkers motor type 2H 65 as per attached replaced and the set has been fitted on board the trawler TARANA. Below Mark Schepman of P. Smit's Yard No 487. It has not yet been decided what will be done with Aster motor.

The foregoing is a correct description.

Aster
Manufacturer.



Dates of Survey while building { During progress of work in shops - - } Jan. 25, Feb. 25, 29. Mar. 17, 23
 { During erection on board vessel - - - }
 Total No. of visits 5

Dates of Examination of principal parts—Cylinders 17-3-32, Covers 17-3-32, Pistons 25-1-32, Piston rods ✓

Connecting rods 25-1-32, Crank and Flywheel shaft 25-7-32, Intermediate shaft ✓

Crank and Flywheel shaft, Material Steel Identification Mark S 3316 G.R.V. 20-10-31. Intermediate shafts, Material ✓ Identification Marks ✓

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.)

The Set consists of a Diesel Engine with one end of the crank shaft coupled direct to a Generator, and the other end coupled through a friction clutch to a Peavee two-stage Air Compressor, type C.S.A., No. 29324, rated at 29 cubic feet of free air per minute at 25 kilograms per square centimetre at 1000 R.P.M.

The engine and fuel tank have been constructed in accordance with the approved plans and the requirements of the Rules; and on completion the combined set has been examined under working conditions in the shop.

The Set has been despatched to Rotterdam for fitting on board.

10, 7, 30—Transfer. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Fee ... £ 6 : 6 : 0 When applied for, 1932
 Travelling Expenses (if any) £ 1 : 15 : 9 When received, 1932

L. Young
 Surveyor to Lloyd's Register of Shipping.

FRI, 11 NOV 1932

Committee's Minute
 Assigned See P. 6 of attached
 Vol 21573

