

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 10955

Received at London Office 19 APR 1928

of writing Report 11 April 1928 When handed in at Local Office 19 Port of AMSTERDAM

in Survey held at AMSTERDAM Date, First Survey 23 Nov. 1924 Last Survey April 1928
Book. 5 Number of Visits 5

on the Single ~~XXXXXX~~ KROMHOUT OIL ENGINE NO. 1475 (type ER-I). Tons { Gross -
Twin
Triple
Quadruple } Net -

built at Cleveland, Ohio By whom built American S.B. Co. Yard No. -803 When built -

owners The Sunderland Forge & Engineering Co. Ltd. Port belonging to Sunderland

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

Generators made at Sunderland By whom made Sunderland Forge & Eng. Co. Contract No. - When made 1928

Number of Sets 1 Engine Brake Horse Power 22 Nom. Horse Power as per Rule 6 Total Capacity of Generators 10 Kilowatts.

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

Maximum pressure in cylinders 16 1/2 lb. per sq. in. Diameter of cylinders 230 mm Length of stroke 240 mm No. of cylinders One No. of cranks one

Distance between bearings, adjacent to the Crank, measured from inner edge to inner edge 240 mm Is there a bearing between each crank <

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

Crank Shaft, dia. of journals as per Rule < as fitted 25 mm Crank pin dia. 25 mm Crank Webs Mid. length breadth 120 mm Thickness parallel to axis <

Mid. length thickness 52 mm shrank Thickness around eyehole 3/16 in

Flywheel Shaft, diameter as per Rule < as fitted < Intermediate Shafts, diameter as per Rule < as fitted < Thickness of cylinder liners <

Is there 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 < Are the exhaust pipes and silencers water cooled or lagged with non-conducting material water coils

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 <

Saving Air Pumps, No. < Diameter < Stroke < Driven by <

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule <

Are 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 <

Material < Range of tensile strength < Working pressure by Rules <

Starting Air Receivers, No. one Total cubic capacity 40 dm³ Internal diameter 203 mm thickness 4 mm

Material Steel Range of tensile strength 28 1/2 ton Working pressure by Rules 105 lb. per sq. in.

ELECTRIC GENERATORS:—Type Sunderland type

Pressure of supply 110 volts. Load 90 Amperes. Direct or Alternating Current Continuum

Is it an 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 <

Do the generators, do they comply with the requirements regarding rating < are they compound wound Yes

Are they over compounded 5 per cent. <, if not compound wound state distance between each generator <

Is there 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 <

APPROVED PLANS. Are approved plans forwarded herewith for Shafting Beland Receivers London Separate Tanks Office

(If not, state date of approval) Sunday letter 13-12-1924

ARE GEAR put in with rears complete, 1 combustion chamber

1 gudgeon pin, 1 roller plate, 3 piston crowns, 1 set of bottom

end brass and bolts, 1 set of main beam. brass and bolts,

brass for rapid heater, 1 fuel pump, various of lengths of tubes.

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

Manufacturer.



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Dates of Survey while building } During progress of work in shops - - } 1924 Nov. 21. Dec. 12. Feb. 22. March 12. April 9.
 } During erection on board vessel - - - }
 Total No. of visits 5.

Dates of Examination of principal parts—Cylinders 23/11. 24. 12/12. 28 Covers L Pistons 12/12 - 12/3 Piston rods L
 Connecting rods 12/12 - 12/3 Crank and Flywheel shaft 12/12 - 12/3 Intermediate shaft L
 Crank and Flywheel shaft, Material Steel Identification Mark Lloyd's 1300 24. 10. 24 28 Intermediate shafts, Material L Identification Marks C

Is this machinery duplicate of a previous case Yes If so, state name of vessel Oil Engine 4369. Conn. Reg. 10871.

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

The oil engine has been constructed under special survey, in accordance with the approved plans and Surveyor's letter. All material tested as required, workmanship good. Engine tried under full working conditions on test bench and good.

H. N. Bennett

Im. 7, 20—Transfer. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Fee ... £ 180 - : When applied for, 19.....
 Travelling Expenses (if any) £ 2 - : When received, 19.....

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

Committee's Minute

Assigned