

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 10529^d

Received at London Office

Date of writing Report 2nd March 27 When handed in at Local Office

Port of AMSTERDAM

No. in Survey held at AMSTERDAM
Reg. Book.Date, First Survey 31st December 1924 Last Survey 24th Febr. 1927
Number of Visits 27--- on the ~~XXXX~~ ^{Single} Screw ~~XXXX~~ Motor Vessel "C L A M"Tons { Gross 7404
Net 4283

Built at Amsterdam By whom built Nederlandsche Shheepsbouw My. Yard No. 182 When built 1927

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

Oil Engines made at Amsterdam By whom made Werkspoor Contract No. - When made 1927

Generators made at - By whom made - Contract No. - When made -

No. of Sets 1 Engine Brake Horse Power 150 Nom. Horse Power as per Rule 42 Total Capacity of Generators - Kilowatts.

OIL ENGINES, &c.—Type of Engines One 4. S. C. S. A. 3 cyl. Diesel Engine 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders 38 kg/cm² Diameter of cylinders 320 mm. Length of stroke 450 mm. No. of cylinders 3 No. of cranks 3Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 430 mm. Is there a bearing between each crank *yes*Revolutions per minute 250 Flywheel dia. 1600 mm. Weight 3640 kg. Means of ignition *Self ignition* Kind of fuel used *Diesel oil*Crank Shaft, dia. of journals as per Rule *as per Rule* as fitted 185 mm. Crank pin dia. 185 mm. Crank Webs Mid. length breadth 290 mm. Thickness parallel to axis 100 mm. shrunk Mid. length thickness 100 mm. Thickness around eyehole *Solid*Flywheel Shaft, diameter as per Rule *as per Rule* as fitted Intermediate Shafts, diameter as per Rule *as per Rule* as fitted Thickness of cylinder liners *as*Is a governor or other arrangement fitted to prevent racing of the engine when declutched *Yes* Means of lubrication *forced lubrication*Are the cylinders fitted with safety valves *yes* Are the exhaust pipes and silencers water cooled or lagged with non-conducting material *N. C. M.*Cooling Water Pumps, No. *as* Is the sea suction provided with an efficient strainer which can be cleared within the vessel *as*Lubricating Oil Pumps, No. and size *as*Air Compressors, No. 1 No. of stages 2 Diameters 60-200 mm. Stroke 210 mm. Driven by *Shaft*Scavenging Air Pumps, No. *as* Diameter *as* Stroke *as* Driven by *as*AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule *yes*Can the internal surfaces of the receivers be examined *yes* What means are provided for cleaning their inner surfaces *with steam*Is there a drain arrangement fitted at the lowest part of each receiver *yes*

High Pressure Air Receivers, No. 1 Cubic capacity of each 60 L. Internal diameter 244 mm. thickness 12 mm.

Seamless, lap welded or riveted longitudinal joint *Mannesmann* Material *Steel* Range of tensile strength 28/32 ton Working pressure by Rules *as per Rule*Starting Air Receivers, No. *as* Total cubic capacity *as* Internal diameter *as* thickness *as*Seamless, lap welded or riveted longitudinal joint *as* Material *as* Range of tensile strength *as* Working pressure by Rules *as*ELECTRIC GENERATORS:—Type *Used for driving Auxiliary Air compressor*Pressure of supply *as* volts. Load *as* Amperes. Direct or Alternating Current *as*If alternating current system, state frequency of periods per second *as*Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off *as*Generators, do they comply with the requirements regarding rating *as* are they compound wound *as*are they over compounded 5 per cent. *as*, if not compound wound state distance between each generator *as*is an adjustable regulating resistance fitted in series with each shunt field *as* Are all terminals accessible, clearly marked, and furnished with sockets *as*are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched *as* Are the lubricating arrangements of the generators as per Rule *as*PLANS. Are approved plans forwarded herewith for Shafting *Retained* Receivers *to London* Separate Tanks *Office*
(If not, state date of approval) 24. 12. 24. *See letter.*

SPARE GEAR

Please see list attached.

The foregoing is a correct description,

Manufacturer.



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Foundation

Dates of Survey while building { During progress of work in shops - - 3/12, 14/14, 3/2, 3/5, 14/15, 8/4, 26/18, 14/19, 20/10, 24/11, 21/12, 14/1, 26/12, 25/13, 9/14, 31/15, 4/16, 5/17, 23/18, 26/18
 During erection on board vessel - - 19/11, 16/12, 5/1, 8/2, 24/2, 27/2
 Total No. of visits 24.

Dates of Examination of principal parts—Cylinders 3/11, 14 - 4/6, 24 Covers 2 Pistons 3/3, 25 - 4/6, 26 Piston rods 2

Connecting rods 3/12, 24 - 4/6, 26 Crank and Flywheel shaft 30/5, 26 - 4/6, 26 Intermediate shaft 2

Crank and Flywheel shaft, Material Steel Identification Mark 44.D. 50.11.25 Intermediate shafts, Material 2 Identification Marks 2

Is this machinery duplicate of a previous case *Yes*. If so, state name of vessel *Rob. Dryden. Ship. Co. Yard no. 98.*

General Remarks (State quality of workmanship, opinions as to class, &c. *Amul. Rep. No. 10515 a/b*)

The engines have been built under Special Survey in accordance with the Rules and Secretary's letter; workmanship good, machinery tested under full working conditions and good.

Im. 7.28—Transfer.
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

T. W. Bennett
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 18 MAR 1927*
 Assigned *See Rpt. attached*