

Rpt. 4c.

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 12003

Date of writing Report 14 November 1930 When handed in at Local Office

Received at London Office 14 NOV 1930 Port of AMSTERDAM

No. in Survey held at AMSTERDAM

Date, First Survey 11 June Last Survey 25 October 1930

Reg. Book.

Number of Visits 4

on the ~~XXXX~~ ~~XXXX~~ ~~XXXX~~ KROMHOUT OIL ENGINE NO. 5829, type 2-HS-4Tons } Gross -
Net -

Built at -----

By whom built -----

Yard X. --- When built ---

Owners Anglo Saxon Petroleum Co., Ltd.

Port belonging to London

Oil Engines made at Amsterdam

By whom made N.V. Kromhout Motoren

Fabriek

type 2HS4

Generators made at -

By whom made -

Contract No. 5829,

When made 1930

No. of Sets 1

Engine Brake Horse Power 90/100

Nom. Horse Power as per Rule 27

Total Capacity of Generators - Kilowatts.

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

Maximum pressure in cylinders 35 1/2 lb. per sq. in. Diameter of cylinders 265 mm. Length of stroke 350 mm. No. of cylinders 2. No. of cranks 2.

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 394 mm.

Is there a bearing between each crank 4.

Revolutions per minute 320

Flywheel dia. 1300 mm.

Weight 1450 kg.

Means of ignition compression air

Kind of fuel used Solar-oil

Crank Shaft, dia. of journals as per Rule 4 mm.

as fitted 135 mm.

Crank pin dia. 135 mm.

Crank Webs

Mid. length breadth 180 mm.

Thickness parallel to axis

Mid. length thickness 46 mm.

Thickness around eye hole Solar

Flywheel Shaft, diameter as per Rule 2

as fitted 2

Intermediate Shafts, diameter as per Rule 2

as fitted 2

Thickness of cylinder liners 2

Is a governor or other arrangement fitted to prevent racing of the engine when declutched 4. Means of lubrication forced

Are the cylinders fitted with safety valves 4.

Are the exhaust pipes and silencers water cooled or lagged with non-conducting material 4.

Cooling Water Pumps, No. 2.

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Lubricating Oil Pumps, No. and size 1.

four pumps for cylinders, 1 for bearings and crank pin

Air Compressors, No. 0

No. of stages 0

Diameters 2

Stroke 2

Driven by 2

Scavenging Air Pumps, No. 2

Diameter 2

Stroke 2

Driven by 2

AIR RECEIVERS: Is each receiver, which can be isolated, fitted with a safety valve as per Rule 2

Can the internal surfaces of the receivers be examined 2

What means are provided for cleaning their inner surfaces 2

Is there a drain arrangement fitted at the lowest part of each receiver 2

High Pressure Air Receivers, No. 2

Cubic capacity of each 2

Internal diameter 2

thickness 2

Seamless, lap welded or riveted longitudinal joint 2

Material 2

Range of tensile strength 2

Working pressure by Rules 2

Starting Air Receivers, No. 2

Total cubic capacity 2

Internal diameter 2

thickness 2

Seamless, lap welded or riveted longitudinal joint 2

Material 2

Range of tensile strength 2

Working pressure by Rules 2

ELECTRIC GENERATORS: Type Trivis, Pearell Air compressors and

Pressure of supply 2 volts.

Load 2

Amperes. 2

Direct or Alternating Current 2

If alternating current system, state frequency of periods per second 2

Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off 2

Generators, do they comply with the requirements regarding rating 2

are they compound wound 2

are they over compounded 5 per cent. 2

if not compound wound state distance between each generator 2

is an adjustable regulating resistance fitted in series with each shunt field 2

Are all terminals accessible, clearly marked, and furnished with sockets 2

are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched 2

Are the lubricating arrangements of the generators as per Rule 2

PLANS. Are approved plans forwarded herewith for Shafting. 2

(If not, state date of approval)

Receivers 2

4. 3. 30. 23. 4. 30.

Separate Tanks 2

SHAFTING

Set of fuel pump; 2 pumps for fuel pump, valves and cam for fuel pump;
 set of valves for air cooling, 4 fuel jets, 2 governor springs, 2 springs for starting
 air valves, 6 packing rings, 1 set of valves for circulation pump, 1 piston with rings;
 1/4 piston rings, 2 pump rings, 2 bottom end boxes and bolts, 1 gudgeon pin;
 1 steel bolt for cam, 1 cylinder head with valves complete, 1 fuel pump and
 2 cams.

The foregoing is a correct description.

N.V. KROMHOUT MOTOREN FABRIEK

D. Goedkoop Jr.

Manufacturer.

W1134-0011



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Dates of Survey while building { During progress of work in shops - - 14/6, 4/8, 24/8, 2/9, 15/9, 24/9, 27/10, 1930
 { During erection on board vessel - - -
 { Total No. of visits 4

Dates of Examination of principal parts—Cylinders 14/6, 24/8 Covers 14/6, 24/8 Pistons 4/8, 24/9 Piston rods &
 Connecting rods 14/6, 4/8 Crank and Flywheel shaft 14/6, 24/8 Intermediate shaft &
 Crank and Flywheel shafts, Material Steel Identification Mark Lloyd's No. 44 & P.D. 13.5.30
 Intermediate shafts, Material L Identification Marks Amsterdam
 Is this machinery duplicate of a previous case? No If so, state name of vessel Engine No. 5754, Reg. No. 11040

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

The engines have been constructed in accordance with the Rules, Society's letter and approved plans.

All material tested as required. And satisfactorily good.

The engines have been tested on bench under full working conditions and found good.

The engines have been forwarded to Messrs. W. R. Hawthorn, Leslie & Co. Ltd. Newcastle-on-Tyne per S/S. "Gateshead".

This engine has now been carefully fitted on board the vessel, tried under full working conditions & found satisfactory.

The amount of Fee ... £100.- : When applied for, 19
 Travelling Expenses (if any) £ 5.50 : When received, 13.11.1930

Committee's Minute

FRI. 27 FEB. 1931

Assigned

See Nwc. J.C. 86846

D. V. Munro,
 Surveyor to Lloyd's Register of Shipping.
 Alex. A. Ferguson.



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