

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 95913

Date of writing Report 11 JAN 1931 When handed in at Local Office 11 JAN 1931 Port of London
 No. in Survey held at Bedford Date, First Survey 16th July Last Survey 23rd Dec. 1930
 Reg. Book. Number of Visits

Single on the Twin Triple Quadruple Screw vessel "BRITISH RESOURCE". Tons { Gross Net

Built at Greenock By whom built The Greenock Dockyard Co. Yard No. 421 When built
 Owners British Tankers Ltd.

Oil Engines made at Bedford By whom made Messrs W. H. Allen & Sons Ltd. Contract No. 11/22344/16 When made 1930
 Generators made at do By whom made do Contract No. 11/22345/14 When made 1930

No. of Sets 2 Engine Brake Horse Power 200 Total Nom. Horse Power as per Rule 64 Total Capacity of Generators 130 Kilowatts.

OIL ENGINES, &c. Type of Engines Allen-Barnister Ngin 2 or 4 stroke cycle 4 Single or double acting S.A.

Maximum pressure in cylinders 500 lbf/sq in Diameter of cylinders 325⁷/₁₆ Length of stroke 370⁷/₁₆ No. of cylinders 2 No. of cranks 2

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 400⁷/₁₆ Is there a bearing between each crank Yes

Revolutions per minute 300 Flywheel dia. 1600⁷/₁₆ Weight 3.15 Tons Means of ignition Compression Kind of fuel used Diesel

Crank Shaft, dia. of journals as per Rule 179.7⁷/₁₆ as fitted 190⁷/₁₆ Crank pin dia. 190⁷/₁₆ Crank Webs Mid. length breadth 280⁷/₁₆ Mid. length thickness 100⁷/₁₆ Thickness parallel to axis Solid Forged Thickness around eyelets

Flywheel Shaft, diameter as per Rule CRANKSHAFT Intermediate Shafts, diameter as per Rule as fitted Thickness of cylinder liners 235⁷/₁₆

Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication Mechanical Forced.

Are the cylinders fitted with safety valves Yes Are the exhaust pipes and scencers water cooled or lagged with non-conducting material

Cooling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Lubricating Oil Pumps, No. and size One per Engine

Air Compressors, No. One per Engine No. of stages 3 Diameters 292x256x63⁷/₁₆ Stroke 214⁷/₁₆ Driven by Engine Crank

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 Fusible Plug.

Can the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Ends portable

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

High Pressure Air Receivers, No. One per Engine Cubic capacity of each 90 litres Internal diameter 9³/₄" thickness 3/8"

Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 29/33 Tons Working pressure by Rules 1026

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 Open Type (Perm Proof)

Pressure of supply 110 volts. Load 570 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 Level Compound Yes not compound wound state distance between each generator

is an adjustable regulating resistance fitted in series with each shunt field Yes 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 26 March 1929 Receivers Separate Tanks

SPARE GEAR As per attached List Dry No. 11/76737 - 1 Set List 1.

The foregoing is a correct description, W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

W. H. ALLEN, SONS & CO., LTD. Manufacturer.

Dates of Survey while building
During progress of work in shops -
During erection on board vessel - - -
Total No. of visits

July 16. 30. Oct 28. Nov. 7. Dec. 3. 9. 23. 1930

7 partial = 4 full

Dates of Examination of principal parts—Cylinders Oct. 28 Nov. 7. 18 Covers Oct 28. Dec 9. Pistons Dec. 3 Piston rods ✓

Connecting rods July 16. 30 Crank and Flywheel shaft Nov. 7 Intermediate shaft ✓

Crank and Flywheel shaft, Material Steel Identification Mark SEE BELOW Intermediate shafts, Material Identification Marks

Is this machinery duplicate of a previous case Yes If so, state name of vessel "British Pride"

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

Crank Shaft Identification Marks:-

Eng. C TEST 164
LLOYDS J.P.
8792
23-7-30
LR
7-11-30

Eng. D TEST N° LLOYDS 23160
CAST N° 4702
A LR C 7-11-30

This Machinery has been constructed under Special Survey in accordance with approved plans and Rule Requirements. The Workmanship and Materials, so far as can be seen, are good and satisfactory Bench trials have been carried out under survey.

The two sets which are numbered 22344/C/D have been despatched to Greenock where they are to be installed on board the vessel and, in my opinion, will be eligible for inclusion in the Classification and record of T.L.M.C. when this has been done under survey.

The amount of Fee ... £ 6-8-0

Travelling Expenses (if any) £ 3-14-0

When applied for
11 JAN 1931

When received,
18 FEB 1931

Arthur R. Palmer.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned



© 2020

Lloyd's Register
Foundation