

16 DEC 1931

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 12279

1 JUN 1931

st. 4c.

Received at London Office

Date of writing Report 10 May 1931 When handed in at Local Office

19 Port of

AMSTERDAM

Date in Survey held at AMSTERDAM

Date, First Survey 4 October Last Survey 2 May 1931

Number of Visits 7

on the Single
Twin
Triple
Quadruple

Screw vessel

WORKMAN, CLARK LTD'S NO. 519

Tons { Gross 11500
Net

Built at Belfast

By whom built Workman, Clark Ltd.

Yard No. 519 When built 1931

Owners Anglo Saxon Petroleum Co. Ltd.

Port belonging to

London

type HS-2

Oil Engines made at Amsterdam

By whom made N.V. Kromhout Motoren Fabriek

Contract No. 6003

When made 1931

Generators made at Sunderland

By whom made Sunderland Forge & Eng. Co.

Contract No. -

When made 1931

No. of Sets 1 Engine Brake Horse Power 26 Nom. Horse Power as per Rule 7 Total Capacity of Generators 16 Kilowatts.

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

Maximum pressure in cylinders 35 1/2 lb/cm² Diameter of cylinders 210 mm Length of stroke 245 mm No. of cylinders 1 No. of cranks 1

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 328 mm Is there a bearing between each crank <

Revolutions per minute 390 Flywheel dia. 1100 mm Weight 1180 kg Means of ignition Compulsory Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule 110 mm as fitted 110 mm Crank pin dia. 110 mm Crank Webs Mid. length breadth 150 mm Mid. length thickness 62 1/2 mm Thickness parallel to axis shrunk Thickness around eye hole 3 mm

Flywheel Shaft, diameter as per Rule 110 mm as fitted 110 mm Intermediate Shafts, diameter as per Rule 110 mm as fitted 110 mm Thickness of cylinder liners 1 mm

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

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

Cooling Water Pumps, No. 1 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 <

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 Sand hole.

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. 2 Total cubic capacity 2 x 100 L Internal diameter 325 mm thickness 8 mm

Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 28/31 tons Working pressure by Rules 43 kg/cm²

ELECTRIC GENERATORS:—Type Sunderland Forge.

Pressure of supply 110 volts Load 145 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 <

Generators, do they comply with the requirements regarding rating < are they compound wound <

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 <

PLANS: Are approved plans forwarded herewith for Shafting Receivers in London Separate Tanks <

SPARE GEAR 1 set of piston rings, 1 set of cylinder covers, 1 set of bottom end
brass, bolts, 1 gudgeon pin, 2 steel shots, 1 fuel pump complete,
1 fuel jet, 1 combustion chamber, 1 spring, 1 valve for fuel
and cooling pumps, 1 set of main bearing keys, various
tools.

The foregoing is a correct description,
N.V. KROMHOUT MOTOREN FABRIEK

D. Goedkoop Jr.

Manufacturer.



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W235-0017

Dates of Survey while building { During progress of work in shops - - 4/11. 4/11. 1930. 12/3. 11/4. 15/4. 16/4. 29/5.
During erection on board vessel - - -
Total No. of visits 4

Dates of Examination of principal parts - Cylinders 4/11 - 15/4 Covers 4/11 - 15/4 Pistons 4/11 - 15/4 Piston rods <
Connecting rods 4/11 - 12/3 Crank and Flywheel shaft 4/11 - 12/3 Intermediate shaft <

Crank and Flywheel shafts, Material Steel Identification Mark Lloyd's M.K. 3641. 30.4.30.

Intermediate shafts, Material < Identification Marks <

Is this machinery duplicate of a previous case Yes. If so, state name of vessel Andrup off 12161. Eng. no. 5435.

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

The engines have been constructed in accordance with the Rules, Secretary's letter and approval plans.
All material tested as required and satisfactory found.
The engine has been tested under full working conditions on test bench and good.

The engines have been forwarded to Messrs. Wm. McKinnon & Co. Belfast.

This engine has been efficiently installed in the vessel and tried out under working conditions, with satisfactory results.

John. K. Williams.
Belfast.

The amount of Fee ... £180. ✓
Travelling Expenses (if any) £4.50
When applied for, 19...
When received, 5.6.1931

P. W. Beattie
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 22 DEC 1931

Assigned

Su F. E. Rpt.



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