

16 DEC 1931

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 12279

1 JUN 1931

Received at London Office

st. 4c.

Date of writing Report 20 May 1931 When handed in at Local Office 19 Port of AMSTERDAM

No. in Survey held at AMSTERDAM Date, First Survey 4th March Last Survey 2 May 1931
Number of Visits 7

--- on the Single Twin Triple Quadruple Screw vessel WORKMAN, CLARK LTD'S NO. 519 Tons 11500
Gross
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 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.

TYPE OF ENGINES, &c. Type of Engines Horizontal 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 Distill oil

Crank Shaft, dia. of journals as per Rule 110 mm Crank pin dia. 110 mm Crank Webs shrunk Thickness parallel to axis as fitted 62 1/2 mm Thickness around eye-hole as fitted 4 mm

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

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 Yes

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 Yes

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

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

High Pressure Air Receivers, No. < Cubic capacity of each < Internal diameter < thickness <

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 28/32 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 Yes

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

Are they over compounded 5 per cent. Yes, if 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 Receivers to London Separate Tanks office

SPARE GEAR 1 set of piston rings, studs for cylinder covers, 1 set of bottom end

bolts, bolts, 1 gudgeon pin, 2 steel shots, 1 fuel pump complete,

fuel jets, 1 combustion chamber, springs, valves for fuel

and cooling pumps, studs for main bearing kegs, various

tools

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

D. Goedkoop Jr.

Manufacturer.



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Lloyd's Register
Foundation

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 *L* Identification Marks *L*

Is this machinery duplicate of a previous case *Yes*. If so, state name of vessel *Amal Reef No. 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. Wigham & Beckett.

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

John. K. Williams.
 Belfast.

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

The amount of Fee	£ 18 0	When applied for,	19...
Travelling Expenses (if any)	£ 4 5 0	When received,	5.6.31

Committee's Minute
 Assigned *Su J. G. Rpt.*
 TUE. 22 DEC 1931



1m, 9, 28 - Transfer.
 (The Surveyors are requested not to write on or below the space for Committee Minute.)