

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

Sld. No. 32593

No. 9487

Date of writing Report JAN 25 1939 When handed in at Local Office 2 FEBRUARY 1939 Port of MANCHESTER
 No. in Survey held at ASHTON-U. LYNE. Date, First Survey 5th DEC. 1938 Last Survey 21st JANUARY 1939.
 Reg. Book. Number of Visits 8

on the Single Screw vessel "SILVER LAUREL" Tons Gross Net
 Built at SUNDERLAND. By whom built J. L. THOMPSON & SONS, LTD Yard No. 588. When built 1939.

Owners Port belonging to
 Oil Engines made at ASHTON-U. LYNE. By whom made NATIONAL GAS & OIL ENGINE CO. ENGINES Contract No. 44688/9. When made 1939.
 Generators made at SUNDERLAND. By whom made SUNDERLAND FORGE & ENG. CO. GENERATORS Contract No. F6628/9 When made 1939.
 No. of Sets TWO. Engine Brake Horse Power 220 Nom. Horse Power as per Rule 63. Total Capacity of Generators 120. Kilowatts.

IL ENGINES, &c.—Type of Engines VERTICAL SOLID INJECTION. 2 or 4 stroke cycle 4. Single or double acting SINGLE
 Maximum pressure in cylinders 700 LBS/SQ IN Diameter of cylinders 8" Length of stroke 12" No. of cylinders 3. No. of cranks 3.
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 9 13/32" Is there a bearing between each crank YES.
 Revolutions per minute 500. Flywheel dia. 43" Weight 2150 LBS. Means of ignition COMPRESSION Kind of fuel used HEAVY OIL.

Crank Shaft, dia. of journals as per Rule APPROVED Crank pin dia. 5 1/2" Crank Webs Mid. length breadth 7 1/4" Thickness parallel to axis SOLID.
as fitted 5 5/8" Mid. length thickness 2 3/8" shrunken Thickness around eyehole
 Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thickness of cylinder liners 5/8"
as fitted as fitted

Is a governor or other arrangement fitted to prevent racing of the engine when declutched YES Means of lubrication FORCED.
 Are the cylinders fitted with safety valves NO. Are the exhaust pipes and silencers water cooled or lagged with non-conducting material —

Cooling Water Pumps, No. ONE EACH ENGINE Is the sea suction provided with an efficient strainer which can be cleared within the vessel
 Lubricating Oil Pumps, No. and size ONE EACH ENGINE, APPROX. 450 GALLS PER HOUR.

Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by —
 Scavenging Air Pumps, No. — Diameter — Stroke — Driven by —

IR RECEIVERS:—Have they been made under Survey YES State No. of Report or Certificate BIRMINGHAM, C. 879.
 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
 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 —
 Seamless, lap welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure by Rules —
Starting Air Receivers, No. TWO. Total cubic capacity 11 CUB FT. Internal diameter 19" thickness 3/8"
 Seamless, lap welded or riveted longitudinal joint RIVETED Material STEEL Range of tensile strength 28/32 TONS Working pressure by Rules

ELECTRIC GENERATORS:—Type
 Pressure of supply 220. volts. Full Load Current 213. Amperes. Direct or Alternating Current DIRECT

If alternating current system, state the periodicity — Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on and off YES.
Generators, are they compounded as per rule is 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
 If the generators are under 100 kw. full load rating, have the Makers supplied certificates of test and do the results comply with the requirements
 If the generators are 100 kw. or over have they been built and tested under survey

TRANS. Are approved plans forwarded herewith for Shafting YES Receivers YES Separate Tanks YES
 (If not, state date of approval)

SHAFTING. As per Rule Requirements.

The foregoing is a correct description,
 THE NATIONAL GAS AND OIL ENGINE Co. Limited,

Manufacturer.

A. B. Balford JOINT MANAGING DIRECTOR.

W261-0088



© 2019

Lloyd's Register Foundation

Dates of Survey while building { During progress of work in shops - - } 1938. DEC. 5. 8. 19., 1939. JAN. 13. 16. 18. 19. 21.
 { During erection on board vessel - - - }
 Total No. of visits 8.

Dates of Examination of principal parts—Cylinders 13-1-39. Covers 13-18-1-39. Pistons 13-18-1-39. Piston rods —
 Connecting rods 13-1-39 Crank and Flywheel shafts 13-1-39. Intermediate shafts —
 Crank and Flywheel shafts, Material STEEL. Identification Marks LLOYD'S 9458, 9459. G.R.C. 6-1-39.
 Intermediate shafts, Material — Identification Marks —
 Identification marks on Air Receivers 25605. 25606.
 LLOYD'S NO. 676. LLOYD'S NO. 677.
 11-1-39. H.M.C. 11-1-39. H.M.C.

Is this machinery duplicate of a previous case / If so, state name of vessel —

General Remarks (State quality of workmanship, opinions as to class, &c.)
 THESE ENGINES HAVE BEEN CONSTRUCTED UNDER SPECIAL SURVEY OF TESTED MATERIALS AND ARE IN ACCORDANCE WITH THE SECRETARY'S LETTERS, APPROVED PLANS AND RULE REQUIREMENTS. THE MATERIALS AND WORKMANSHIP ARE OF GOOD QUALITY AND WHEN TESTED IN SHOP UNDER FULL LOAD CONDITIONS THE ENGINES GAVE SATISFACTORY RESULTS. IN MY OPINION THESE ENGINES ARE SUITABLE TO BE PLACED ON BOARD A VESSEL, CLASSED WITH THIS SOCIETY, FOR THE PURPOSE INTENDED.

1m.11.37.—Transfer. (MADE IN ENGLAND.)
 (The Surveyors are requested not to write on or below the space for Committee Minutes.)

The amount of Fee ... £ 10 : 10 : 0 When applied for, 22. 19. 39 M.
 Travelling Expenses (if any) £ 1 : 1 : 0 When received.
 SPECIAL LATE FEE 1 : 1 : 0 13. 4. 19. 39 8/4

J. Leicester
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 21 MAR 1939
 Assigned See F2, machy rpt.

