

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 95912

Received at London Office 11 JAN 1931 14 FEB 1931  
Date of writing Report 19 When handed in at Local Office 11 JAN 1931 Port of London

No. in Survey held at Bedford Date, First Survey 8th July, 1930 Last Survey 9th Dec. 1930  
Reg. Book. 8969 (Reg) on the Single Twin Triple Screw vessel "BRITISH PRIDE"  
Built at Port Glasgow By whom built Lithgow's Limited Yard No. 849 When built  
Owners British Tankers Ltd. Port belonging to  
Oil Engines made at Bedford By whom made J. H. Allen Sons Ltd Contract No. 11/2344/2/3 When made 1930  
Generators made at do By whom made do Contract No. 11/2345/1/2 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-Burmeister & Wain 2 or 4 stroke/cycle 4 Single or double acting S.A.  
Maximum pressure in cylinders 500 lb/sq. in. Diameter of cylinders 325 in. Length of stroke 370 in. No. of cylinders 2 No. of cranks 2  
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 400 in. Is there a bearing between each crank Yes  
Revolutions per minute 300 Flywheel dia. 1600 in. Weight 3.15 Tons Means of ignition Compression Kind of fuel used Diesel  
Crank Shaft, dia. of journals as per Rule 179.7 in. as fitted 190 in. Crank pin dia. 190 in. Crank Webs Mid. length breadth 280 in. Mid. length thickness 100 in. Thickness parallel to axis SOLID FORGED  
Flywheel Shaft, diameter as per Rule CRANKSHAFT Intermediate Shafts, diameter as fitted Thickness of cylinder liners 23.5 in.  
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 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 per Engine  
Air Compressors, No. One per Engine No. of stages 3 Diameters 29 1/2 x 25 1/2 x 63 1/2 Stroke 2 1/4 in. Driven by Engine Crank  
Scavenging Air Pumps, No. 1 Diameter 14 in. Stroke 1 1/2 in. Driven by Engine Crank

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 9 3/4 in. thickness 3/8 in.  
Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 29/33 tons/sq. in. Working pressure by Rules 1026 lb/sq. in.  
Starting Air Receivers, No. 1 Total cubic capacity 180 litres Internal diameter 9 in. thickness 3/8 in.  
Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 29/33 tons/sq. in. Working pressure by Rules 1026 lb/sq. in.

ELECTRIC GENERATORS:—Type Open Type (Vermunproof) Direct  
Pressure of supply 110 volts. Load 590 Amperes. Direct or Alternating Current Direct  
If alternating current system, state frequency of periods per second 50  
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 compounding Yes  
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 26th March 1929 Receivers Separate Tanks

SPARE GEAR As per attached List No. 176737 — 1 Set list 1.

The foregoing is a correct description.  
W. H. ALLEN, SOLE & GENERAL MANUFACTURER.  
W. H. Allen, Sons & Co. Ltd.



Dates of Survey while building { During progress of work in shops - July 8. 10 Oct 28. 31. Nov. 7. 11. 18. 27 Dec. 3. 9. 1930  
During erection on board vessel - - - }  
Total No. of visits 10 partial = 5 full.

Dates of Examination of principal parts—Cylinders Oct 18. 28. Dec 13. Covers Oct 28. Dec 9. Pistons Dec. 3 Piston rods ✓

Connecting rods July 8. 10. Crank and Flywheel shaft Nov. 7. Intermediate shaft ✓

Crank and Flywheel shaft, Material Steel SEE BELOW Identification Marks

Is this machinery duplicate of a previous case No If so, state name of vessel ✓

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

Crank Shaft Identification Marks:—

Eng. A. TEST 146  
LLOYDS  
3914 R.W.F.  
30-6-30 J.P.  
R.W.F.  
CR  
7-11-30

Eng. B. TEST 147  
R.W.F. J.P.  
LLOYDS J.P.  
3915  
30-6-30  
R.W.F.  
CR  
7-11-30

This Machinery has been constructed under Special Survey in accordance with approved plans and Rule Requirements. The Workmanship & 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/A/B have been despatched to Glasgow 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 4 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, 7.2.1931

Arthur A. Lehner.  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 3 - FEB 1931  
Assigned See Gen. Rpt. 19294