

pt. 4c.

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 12002

APR 1931

Received at London Office

Date of writing Report 6 Nov 1930 When handed in at Local Office 10 Port of AMSTERDAM 14 NOV 1930

No. in Survey held at AMSTERDAM Date, First Survey 12 March Last Survey 30 October 1929

Reg. Book. Single on the Twin Triple Quadruple KROMHOUT OIL ENGINE NO. 5803, type HS-2 Tons Gross Net

Built at - By whom built - Yard No. - When built -

Owners Anglo Saxon Petroleum Co., Ltd. Port belonging to Fabrick London

Oil Engines made at Amsterdam By whom made N.V. Kromhout Motoren Contract No. - When made 1930

Generators made at Sunderland By whom made Sunderland Forge & Eng. Co. Contract No. - When made 1930

No. of Sets 1 Engine Brake Horse Power 26 Nom. Horse Power as per Rule 8 Total Capacity of Generators 12 Kilowatts.

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

Maximum pressure in cylinders 35 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 350 Flywheel dia. 1100 mm Weight 1180 kg Means of ignition Magneto Kind of fuel used Solar 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 Thickness parallel to axis -

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

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 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 1 2 pumps for cylinders and 1 for bearings, crankpin and air system

Air Compressors, No. 2 No. of stages 2 Diameters 4 Stroke 2 Driven by 2

Scavenging Air Pumps, No. 2 Diameter 4 Stroke 2 Driven by 2

AIR RECEIVERS: 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 hand hole

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

High Pressure Air Receivers, No. 2 Cubic capacity of each 4 Internal diameter 4 thickness 4

Seamless, lap welded or riveted longitudinal joint 4 Material 4 Range of tensile strength 4 Working pressure by Rules 4

Starting Air Receivers, No. 2 Total cubic capacity 200 Litres Internal diameter 325 mm thickness 8 mm

Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 30 tons/19" Working pressure by Rules 46 lb/cm²

ELECTRIC GENERATORS: Type Sunderland Forge

Pressure of supply 110 volts. Load 109 Amperes. Direct or Alternating Current Direct

If alternating current system, state frequency of periods per second 4

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 in London Separate Tanks office

SPARE GEAR 1 Set of piston rings; Studs for cylinder covers, 1 set of bottom end

cross end bolts; 3 gudgeon pins, 3 steel bolts for same; 1 fuel pump

complete; 2 fuel jets, 2 fuel injectors, 1 c. chamber; Springs and valves

for fuel pump and for cooling pump; Studs for main bearing kegs;

various packings.

The foregoing is a correct description. N.V. KROMHOUT MOTOREN FABRIEK D. Goedkoop Jr.

Manufacturer.



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Dates of Survey while building: During progress of work in shops - 12/3-29/4-4/6-24/8-28/8-29/8-31/10 1930. During erection on board vessel - - - - - Total No. of visits 4

Dates of Examination of principal parts - Cylinders 12/3-24/8 Covers 12/3-24/8 Pistons 29/4-4/6 Piston rods -

Connecting rods 4/6-28/8 Crank and Flywheel shaft 4/6-28/8 Intermediate shaft -

Crank and Flywheel shafts, Material Steel Identification Mark Lloyd's R.S. No 441

Intermediate shafts, Material L 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.)

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

The engine has been forwarded to Messrs R. W. Hawthorn Leslie & Co Ltd Newcastle on Tyne.

This engine has been fitted in M.V. Helix - Messrs Hawthorn Leslie & Co Ltd Ship No 576 - and has been tested under working conditions and found satisfactory. L. C. Clayton.

111.9.28 - Transfer. (The Surveyors are requested not to write on or below the space for Committee Minutes.)

The amount of Fee ... £ 180.- : When applied for, 19. Travelling Expenses (if any) £ 50.- : When received, 13. 11. 30

R. N. Bennett Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 24 APR 1931 Assigned See F.C. Rpt.

