

COPY FOR LONDON OFFICE.

C.21950.

Lloyd's Register of Shipping.



Port

LEEDS.

1st June, 1954.

This is to Certify that

T.P. GIBBESON.

the undersigned Surveyor to this Society did at the request of

Messrs. J. & H. McLaren Ltd., Leeds 10. attend at their works for the purpose of examining and testing One M.2 Mark II Engine No. 21674 connected to a Campbell & Isherwood Generator No. 40369, intended for Messrs. W.A. Phillips, Anderson & Co. Ltd., for the Australasian United Steam Navigation Co. Ltd., for their S.S. "Admiral Fraser".

Particulars of the engine are as follows:-

Engine Number.....	21674.
Type.....	4 S.C.S.A.
Number of Cylinders.....	2.
Diameter of Cylinders.....	142mm.
Stroke.....	200 mm.
Maximum Pressure.....	900 lbs/sq.in.
Mean Indicated Pressure.....	90 lbs/sq.in.
Brake Horse Power.....	44.
Revolutions per Minute.....	1000.
Span of Bearings.....	178 mm.
Diameter of Journals.....	85 mm.
Diameter of Crankpins.....	85 mm.
Breadth of Webs.....	130 mm.
Thickness of Webs.....	43 mm.

This is a stock engine which was constructed under Bureau Veritas Survey, who also witnessed final shop tests. The order was subsequently cancelled.

The crankshaft and connecting rods, however, have been manufactured under the Society's inspection and certificates have been sighted for these, which were found satisfactory.

The cylinder blocks and heads have been tested in the presence of Surveyors to Messrs. Bureau Veritas.

This unit has now been connected up to drive a 20 K.W. Campbell & Isherwood Generator No. 40369, and running tests have been witnessed by the undersigned under full load and overload conditions, with satisfactory results. The speed and voltage regulation has also been tried and found in order.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

On completion of test the unit was partly opened up for examination, and the parts examined were found to be satisfactory.

A Works Test Certificate on the generator has been examined and checked, and it has been verified that it complies with the requirements of the Rules.

A statement has also been obtained to the effect that the generator has been constructed and insulated as required by the Rules.

Megger readings were also taken to check the insulating resistance of the windings, and these were found to be satisfactory.

For purposes of identification the unit was stamped on the engine casings as follows:-

21674.
LLOYD'S
T.P.G. Lds.
24-5-54.

Crankshaft stamped:- L.R.5914. Cylinder Block Stamped:- B.V.
20-11-52.W.H. 60 lbs/sq.in.
26-11-52.T.P.G. 4-10-52.
3771-1.

A William James Compressor No. J.3281 is also driven off this unit. This is used to supply air to charge a 3.1/4 cu.ft. air receiver No. 3/737 which has been previously tested by the undersigned, with satisfactory results. The compressor was tried pumping up the air receiver to 350 lbs. per square inch, which duty it performed in approximately half an hour.

A fresh water tank is also supplied with this order. This was tested to 10 lbs. per square inch, and found sound and tight and stamped:-

LLOYD'S TEST.
10 lbs/sq.in.
25-5-54.
T.P.G. Lds.

The spare gear for this order was also checked and found to comply with the Rule requirements.

Thos. F. Kilbreen.

Surveyor to Lloyd's Register of Shipping.

Fee: £5. 0. 0.

Exp: 8. 0.



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