

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 21573

Received at London Office

Date of writing Report 31 Oct 32 When handed in at Local Office 19 Port of Rotterdam
No. in Survey held at Rotterdam Date, First Survey 19/10-32 Last Survey 26/10 1932
Reg. Book. Number of Visits 3

on the ^{Single} ~~Double~~ ~~Triple~~ ~~Quadruple~~ Screw vessel TARANA (TRAWLER) Tons { Gross 325.26
Net 135.42

Built at Rotterdam By whom built Haasfab-Scheepswerk Yard No. 487 When built 1932

Owners Haasfab-Scheepswerk P. Smit Jr. N.V. Port belonging to Rotterdam

Oil Engines made at Chemnitz By whom made Kraft Maschinen m.B.H. Contract No. 12213 When made 1932

Generators made at Chelmsford By whom made Cranfield-Parkinson Contract No. 782 4698 When made 1932

No. of Sets 1 Engine Brake Horse Power 16 Nom. Horse Power as per Rule 5 Total Capacity of Generators 9 Kilowatts.

OIL ENGINES, &c.—Type of Engines Heavy oil opposed piston 2 or 4 stroke cycle 2 Single or double acting single

Maximum pressure in cylinders 65 kg Diameter of cylinders 65 mm Length of stroke 7.90 m No. of cylinders 2 No. of cranks 6

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 223 Is there a bearing between each crank Between each set of 3 cranks

Revolutions per minute 1000 Flywheel dia. 420 mm Weight 50 kg Means of ignition compression Kind of fuel used Solar oil

Crank Shaft, dia. of journals as per Rule Crank pin dia. 45 mm Mid. length breadth 74 mm Thickness parallel to axis ✓
as fitted 40 mm Crank Webs as per Rule Mid. length thickness 25 mm Thickness around eye-hole ✓

Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thickness of cylinder liners 12 mm
as fitted 40 mm 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 Yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material Lagged

Cooling Water Pumps, No. one Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Lubricating Oil Pumps, No. and size one 1/2"

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 as per Rule ✓

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

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

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. ✓ Total cubic capacity ✓ Internal diameter ✓ thickness ✓

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

ELECTRIC GENERATORS:—Type Please see London Report No 9750 dated 10/5-1932

Pressure of supply volts Load 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 ✓

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

are they over compounded 5 per cent. ✓, if not compound wound state distance between each generator ✓

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 ✓

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

SPARE GEAR 3 Fuel valves, studs and nuts for cover, 12 piston rings, 1 wrist pin, 4 bolts and nuts for crank pin braces, 2 fuel pumps complete, lengths of pipes with connections for fuel and cooling water pipes, cam wheel and shaft for governor fuel pressure regulating valve, studs and nuts for main bearing braces.

The foregoing is a correct description,

N.V. MACHINEFABRIEK & SCHEEPSWERF
van P. SMIT Jr., ROTTERDAM.

Manufacturer.



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Lloyd's Register
Foundation

010484-010494-0046

Dates of Survey while building:

- During progress of work in shops: 19/0 - 29/7-32
- During erection on board vessel: 26/10/1932
- Total No. of visits: 3

 Please see your E Letter London 10th July 1932

Dates of Examination of principal parts:

- Cylinders: 19/0
- Covers: 19/8-32
- Pistons: 19/8-32
- Piston rods: ✓
- Connecting rods: 19/0-32
- Crank and Flywheel shaft: 19/0-32
- Intermediate shaft: ✓
- Crank and Flywheel shaft, Material: SW
- Identification Mark: -
- Intermediate shafts, Material: ✓
- Identification Marks: -

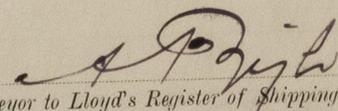
 Is this machinery duplicate of a previous case: ✓ If so, state name of vessel: ✓

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

The set consists of a Heavy oil engine Junkers type 2 H.K. 65 coupled to the generator and Prescott two stage aircompressor as described in London report No. 97508 dated 10 May 1932. Please see cables and letters of 10th July 1932. The engine and fuel tank have been examined throughout at this port and on completion the set has been examined under running conditions after fitting on board and found in good and efficient condition.

1m.7.28—Transfer. (The Surveymen are requested not to write on or below the space for Committee's Minute.)

The amount of Fee ... £ 6.00.00
 Travelling Expenses (if any) £ 2.00.00
 When applied for, 19...
 When received, 20.12.19.32


 Surveyor to Lloyd's Register of Shipping.

FRI. 11 NOV 1932

Committee's Minute
 Assigned *S. S. Exp. attached*

