

## REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 97508

Received at London Office 1 MAY 1932

Date of writing Report 4<sup>th</sup> May 1932 When handed in at Local Office 10 Port of London  
 No. in Survey held at Leichworth Date, First Survey 25<sup>th</sup> Jan 32 Last Survey 23<sup>rd</sup> March 1932  
 Rej. Book. Number of Visits 6

on the Single Triple Quadruple Screw vessel TARANA (Trawler) Tons { Gross 320.26  
 Net 135.42  
 Built at Rotterdam By whom built P. Smit - Jumei Yard No. 488 When built 1932

Owners \_\_\_\_\_ Port belonging to \_\_\_\_\_

Oil Engines made at Leichworth By whom made Aster, Ltd. Contract No. 600/L When made 1932

Generators made at Chelmsford By whom made Crompton, Parkinson Contract No. A. 698 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 Diesel 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 500 lb. Diameter of cylinders 120 mm. Length of stroke 150 mm. No. of cylinders 2 No. of cranks 2

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge. 345 mm. Is there a bearing between each crank No

Revolutions per minute 1000 Flywheel dia. 26" Weight 322 lbs. Means of ignition Compression Kind of fuel used heavy oil

Crank Shaft, dia. of journals as per Rule 73 mm. Crank pin dia. 72 mm. Crank Webs Mid. length breadth 96 mm. Thickness parallel to axis shrunk  
as fitted 72 mm. Mid. length thickness 40 mm. Thickness around eyehole shrunk

Flywheel Shaft, diameter as per Rule 3 1/4" Intermediate Shafts, diameter as per Rule Thickness of cylinder liners shrunk  
as fitted 3 1/4" 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 Yes

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 1/2" dia. plunger

Air Compressors, No. Yes No. of stages Yes Diameters Yes Stroke Yes Driven by Yes

Scavenging Air Pumps, No. Yes Diameter Yes Stroke Yes Driven by Yes

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 Yes

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

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

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

Starting Air Receivers, No. Yes Total cubic capacity Yes Internal diameter Yes thickness Yes

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

ELECTRIC GENERATORS:—Type Compound wound

Pressure of supply 110 volts. Load 82 Amperes. Direct or Alternating Current direct

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

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. No, if not compound wound state distance between each generator 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 Yes Receivers Yes Separate Tanks Yes  
 (If not, state date of approval)

SPARE GEAR

As per attached list.

The Aster motor of this set has been removed and replaced by a Junkers motor type 2 H 65 as per attached replaced and the set has been fitted on board the trawler TARANA. Below Mark Chapman P. Smit's Yard No 487. It has not yet been decided what will be done with Aster motor.

The foregoing is a correct description,

Manufacturer.



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Dates of Survey while building { During progress of work in shops - - }  
 { During erection on board vessel - - - }  
 Total No. of visits

Jan. 25, Feb. 25, 29. Mar. 17, 23

5

Dates of Examination of principal parts—Cylinders 17-3-32. Covers 17-3-32. Pistons 25-1-32. Piston rods

Connecting rods 25-1-32. Crank and Flywheel shaft 25-1-32. Intermediate shaft

Crank and Flywheel shaft, Material Steel Identification Mark S 3316 Q.R.V. 20-10-31. Intermediate shafts, Material 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 Set consists of a Diesel Engine with one end of the crank shaft coupled direct to a Generator, and the other end coupled through a friction clutch to a Reavell two-stage Air Compressor, type C.S.A., No. 29324, rated at 29 cubic feet of free air per minute at 25 kilograms per square centimetre at 1000 R.P.M.

The engine and fuel tank have been constructed in accordance with the approved plans and the requirements of the Rules; and on completion the combined set has been examined under working conditions in the shop.

The Set has been despatched to Rotterdam for fitting on board.

The amount of Fee ... £ 6 : 6 : 0 When applied for, 1932

Travelling Expenses (if any) £ 1 : 15 : 9 When received, 1932

L. Young

Surveyor to Lloyd's Register of Shipping.

FRI. 11 NOV 1932

Committee's Minute

Assigned

See A.E. attached  
 Not 21573



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