

Std. No. 29312

Rpt. 4c.

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS. Ser. No. 90,384

30 SEP. 1926

Date of writing Report 16 AUG. 1926 When handed in at Local Office 16 AUG. 1926 Port of London

No. in Survey held at Bedford Date, First Survey March 24th Last Survey Aug. 9th 1926
Reg. Book. Number of Visits Eleven

on the Single Screw vessel "SILVERASH" Tons { Gross 5299
Triple Net 3091
Quadruple

Built at Lunderland By whom built Messrs. J. L. Thompson & Co. Ltd. Yard No. 555 When built 1926

Owners Silver Line Ltd. (J. L. Thompson & Co. Ltd. Agents) Port belonging to London

Oil Engines made at Bedford By whom made Messrs. W. H. Allen & Sons Contract No. 39501 When made 1926

Generators made at Lunderland By whom made Messrs. Lunderland Forging Co. Contract No. When made 1926

No. of Sets 3 Engine Brake Horse Power Nom. Horse Power as per Rule 41 Total Capacity of Generators 300 Kilowatts.

OIL ENGINES, &c.—Type of Engines Diesel 2 or 4 stroke cycle 4 Single or double acting S.A.

Maximum pressure in cylinders 530 lbs. Diameter of cylinders 300^{mm} Length of stroke 430^{mm} No. of cylinders 3 No. of cranks 3

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 360^{mm} Is there a bearing between each crank Yes

Revolutions per minute 300 Flywheel dia. 1600^{mm} Weight 4 tons Means of ignition Compression Kind of fuel used Heavy oil

Crank Shaft, dia. of journals as per Rule 166^{mm} as fitted 180^{mm} Crank pin dia. 180^{mm} Crank Webs Mid. length breadth 230^{mm} Thickness parallel to axis Solid forged
Mid. length thickness 100^{mm} Thickness around eyelet

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thickness of cylinder liners 25^{mm}

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. 2 Driven from engine Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Lubricating Oil Pumps, No. and size Driven from engine

Air Compressors, No. 3 No. of stages 3 Diameters 46/195/220^{mm} Stroke 180^{mm} Driven by Crank

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 Yes Insible Plug

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

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

High Pressure Air Receivers, No. 3 Cubic capacity of each 35 litres Internal diameter 7 1/4" thickness 3/8"

Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 28-32 Working pressure by Rules

Starting Air Receivers, No. 3 Total cubic capacity 150 litres Internal diameter 12" thickness 1/2"

Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 28-32 Working pressure by Rules

ELECTRIC GENERATORS:—Type Two bearing open, drip proof, 6 pole.

Pressure of supply 220 volts. Load 455 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 Yes

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

are they over compounded 5 per cent. Level compounding 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 12/2/26 retained for repair order Receivers Separate Tanks

SPARE GEAR See attached List.

The foregoing is a correct description, FOR W.H. ALLEN SONS & CO. LTD.

Overland 9/8/26 Manufacturer.



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

1926: - Mar 24 Apr 6-22 May 17 June 18 July 1-12 16-20-23 Aug 9

11 (IN SHOPS)

Dates of Examination of principal parts—Cylinders 18-6-26 Covers 18-6-26 Pistons 1-7-26 Piston rods ✓

Connecting rods 24-3-26, 7-4-26, 22-4-26 Crank and Flywheel shaft 18-6-26 Intermediate shaft ✓

Crank and Flywheel shaft, Material Steel Identification Mark See below. 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.)

Identification marks on Crank Shafts.

N^o 3 Eng. LLOYDS N^o 7565 J.P.
 LR
 18-6-26

N^o 2 Eng. LLOYDS N^o 1071
 LR
 18-6-26

N^o 1 Eng. LLOYDS 7567 J.P.
 29-4-26
 LR
 18-6-26.

This machinery has been constructed under special survey in accordance with approved plans and Rules requirements. The workmanship & material, so far as can be seen, are good and satisfactory bench trials have been carried out under survey.

The three sets which are numbered 39501/1/2/3 have been despatched to Sunderland where they are to be installed and, in my opinion, will be eligible for inclusion in the Classification and record of + LMC of the vessel. The installation has been tried under full working conditions with satisfactory results. The spare gear was examined for notation see machinery report.

The amount of Fee ... £ 22-1-0 When applied for, 8 AUG 1926
 Travelling Expenses (if any) £ 8-17-9 When received, 9-10-19 26 RSW.

Arthur A. Palmer, Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 5 OCT 1926 TUES. 15 NOV 1926

Assigned see Minute on Sld & E. Rpt 2932



© 2021 Lloyd's Register Foundation