

*Oil Compressor*

# REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS

No. 12073

Received at London Office 20 NOV 1930

Date of writing Report 28 October 1930 When handed in at Local Office 19 Port of AMSTERDAM

No. in Survey held at AMSTERDAM Date, First Survey 18 March Last Survey 15 October 1930

Reg. Book. Number of Visits 10

on the ~~Twin~~ ~~Triple~~ ~~Quadruple~~ Screw vessel N.V.WERF "GUSTO" V/H FA. A.F.SMULDERS NO.652 Tons { Gross - Net -

Built at Schiedam By whom built N.V.Werf "Gusto" v/h.A.F. Yard No. 652 When built 1930

Owners Anglo-Saxon Petroleum Co., Ltd. Port belonging to London type 2HSH

Oil Engines made at Amsterdam By whom made N.V.Kromhout Motoren Fabrick Contract No. 5727 When made 2 1930

Generators made at - By whom made - Contract No. - When made -

No. of Sets 1 Engine Brake Horse Power 9000 Nom. Horse Power as per Rule 28 Total Capacity of Generators - Kilowatts.

**IL ENGINES, &c.**—Type of Engines Horizontal oil by in 2 stroke cycle Single or double acting -

Maximum pressure in cylinders 35 kg/cm<sup>2</sup> Diameter of cylinders 215 mm Length of stroke 350 mm No. of cylinders 2 No. of cranks 2

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 394 mm Is there a bearing between each crank Yes

Revolutions per minute 320 Flywheel dia. 1300 mm Weight 1450 kg Means of ignition Comp. Air Kind of fuel used Solar-oil

Crank Shaft, dia. of journals as per Rule Crank pin dia. 135 mm Crank Webs Mid. length breadth 180 mm Thickness parallel to axis shrunk

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

Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication forced lubrication

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 Is the sea suction provided with an efficient strainer which can be cleared within the vessel -

Lubricating Oil Pumps, No. and size 1 4 feed. 1 for bearings and crankpin; circulation system

Air Compressors, No. 1 No. of stages 1 Diameters 2 Stroke 2 Driven by -

Scavenging Air Pumps, No. 1 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 Driving air compressors

Pressure of supply - volts. Load - Amperes. Direct or Alternating Current -

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 -

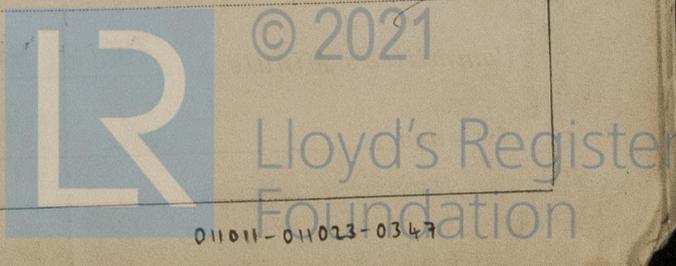
PLANS. Are approved plans forwarded herewith for Shafting Receivers in London Separate Tanks Office

(If not, state date of approval) Letter 4-3-30, 23-4-30.

**SPARE GEAR**

One set of fuel pipe, Springs for fuel pump; valves and cam for fuel pump;  
1 set of valves for air cam; 4 fuel jets; 2 governor springs; 2 springs for starting air  
valves; 6 packing rings; 1 set of valves for circulation pump; 1 piston with rings  
complete; 24 piston rings; 2 circulation pump rings; 2 bottom end bones;  
1 quad. cam pin; 1 steel shob for sum; 1 Cylinder head with valves complete;  
1 fuel pump complete, 2 fuel cams;

The foregoing is a correct description,  
N.V. KROMHOUT MOTOREN F. BRICK  
D. Goedkoop Jr. Manufacturer.



Dates of Survey while building  
 During progress of work in shops - - 18/3. 16/6. 4/8. 13/8. 25/8. 2/9. 13/9. 15/9. 25/9. 15/10. 1920.  
 During erection on board vessel - - -  
 Total No. of visits 10

Dates of Examination of principal parts—Cylinders 16/6 - 17/9 Covers 16/6 - 15/9 Pistons 4/8 - 13/9 Piston rods <

Connecting rods 16/6 - 25/8 Crank and Flywheel shaft 16/6 - 25/8 Intermediate shaft <  
 Crank and Flywheel shaft, Material Steel Identification Mark F.S. 13.5.30 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 engine has been constructed in accordance with the Rules, Secretary's letter and approved plan. All material tested as required and workmanship good. The engines have been tested under full working condition on bench and good.

The engines have been furnished to Mr. W. G. G. of the firm of A. P. Smulder, Schiedam.

The engine has been fitted on board and examined in working condition and found in order.  
 Mr. W. G. G.

Im. 7.26—Transfer. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Fee ... ..	£ 200.-	When applied for,	19.....
Travelling Expenses (if any) £	6.-	When received,	19.....

H. N. Berner  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 31 MAR 1931  
 Assigned See F. G. Rpt.

