

AUXILIARY
REPORT ON OIL ENGINE ~~ELECTRIC GENERATOR SETS~~ 27 JUN 1934 8036

Received at London Office 27 APR 1934
21st April 1934 When submitted to the Local Office 6th April 1934 Port of MANCHESTER
Survey held at ALTRINCHAM IN MANCHESTER Date of Survey 22nd March Last Survey 16th April 1934
Number of Visits 2 (only)
Single or double acting Triple or quadruple ACCURACY Tons (Gross) (Net)
Built at 1930 By whom built 1930 Yard No. 1930 When built 1930
Port belonging to
By whom made at ALTRINCHAM IN MANCHESTER By whom made MESSRS RUSSELL NEWBERRY & CO Contract No. 3128 When made 1934
Generators made at By whom made Contract No. When made
Sets ONE Engine Brake Horse Power 27 Nom. Horse Power as per Rule 7.71 Total Capacity of Generators Kilowatts

1. ENGINES, &c. Type of Engines Vertical, solid injection, cold starting, by hand 2 or 4 stroke cycle 4 Single or double acting Simple
Working pressure in cylinders 900 lbs Diameter of cylinders 4 1/8 Length of stroke 6 No. of cylinders 3 No. of cranks 3
Position of bearings, adjacent to the Crank, measured from inner edge to inner edge 4 3/4 Is there a bearing between each crank Yes
Revolutions per minute 1000 Flywheel dia. 22" Weight 2 3/4 cwt Means of motion Compressor Kind of fuel used Heavy oil
Crank Shaft, dia. of journals as per Rule 2.3" Crank pin dia. 2 3/8 Crank webs Mid. length breadth 3 1/4 Thickness parallel to axis 5 1/2
as fitted 2 1/8 Crank webs Mid. length thickness 1 5/16 Thickness around each side
Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thickness of cylinder liners 5/8
as fitted Is a governor or other arrangement fitted to prevent racing of the engine when detached Yes Means of lubrication Forced
Are the cylinders fitted with safety valves No Are the exhaust pipes and silencers water cooled or lagged with non-conducting material
Cooling Water Pumps, No. One Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Lubricating Oil Pumps, No. and size One - Rotary gear type
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
What means are provided for draining their lower surfaces
Is the receiver fitted with a pressure gauge in the lowest part of each receiver
High Pressure Air Receivers, No. Cubic capacity of each Internal diameter Thickness
Working pressure by Rules
Starting Air Receivers, No. Cubic capacity of each Internal diameter Thickness
Working pressure by Rules

ELECTRIC GENERATORS: Type
Pressure of supply Volts Load Amperes Direct or Alternating Current
Is the generator connected 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, are they comply with the requirements regarding voltage are they compound wound
If not compound wound, state distance between each generator
Is the generator fitted with a resistance fitted in series with each shaft belt Are all terminals accessible, clearly marked, and furnished with sockets
Are the generators shielded that they cannot be accidentally earthed, short circuited, or touched Are the lubricating arrangements of the generators as per Rule

PLANS: Accompanied plans forwarded herewith for Shafting 14-2-34 Reverses Separate Tanks

SPARE GEAR
Bottom end bolts, 1 Cylinder head studs 1 Judgement pin 2 main bearing bolts
1 Fuel pump delivery valve seat and spring 1 Fuel pump barrel & plunger
1 Fuel delivery spike 1 Fuel pump tappet spring 1 Fuel injection nozzle
1 Piston rings 2 Piston scraper rings 2 Exhaust valves & springs
1 Inlet valve & spring
A quantity of gaskets and washers

The foregoing is a correct description.

J. C. Russell

Manufacturer



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This engine, removed from the motor vessel }
Angularity, is to be fitted on board the MS. } ←
Accuracy, Geo Brown & Co's No 190
(Sx) Gal 25.935



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011860-011868-0167 1/2

Dates of Survey
 { During progress of work in shops - 22-3-34 and 16-4-34 (week)
 { During erection on board vessel - - -
 { Total No. of visits

Dates of Examination of principal parts—Cylinders 22-3-34 Covers 22-3-34 Pistons 22-3-34 Piston rods ✓

Connecting rods 22-3-34 Crank and Flywheel shaft 22-3-34 Intermediate shaft ✓

Crank and Flywheel shaft, Material *Engl. Steel* Identification Mark *4186 A* 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.)

This auxiliary engine Messrs Russell Newbery's "D3" Type has been built under special survey and the materials tested in accordance with the Rules. The materials so far as can be seen are sound and the workmanship is good. The engine has been satisfactorily tested under full load condition in the shop. This engine has been built to the order of Messrs Newbery Deane & Co. and has been forwarded to their works.

Note This engine has been forwarded to Greenock for fitting onboard George Brown T.C. N. 187 9.2.34

This engine approved for use in the vessel *George Brown* is to be fitted to the vessel *George Brown* 19.2.34
25/3/34

Approved by the Committee

Approved by the Surveyor

The amount of Fee ... £ 4 : 4 :
 Travelling Expenses (if any) £
 When applied for, 20/7/1934
 When received, 29.11.34 *HD*
21/12

George Anderson
 Surveyor to Lloyd's Register of Shipping

Committee's Minute

Assigned

