

## REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 2772

Date of writing Report 8th Dec. 1953 When handed in at Local Office 19 Port of H A M B U R G. Received at London Office 4-JAN 1954.

No. in Survey held at HAMBURG-NEUFELDE Date, First Survey 15th October Last Survey 20th Nov. 1953

Reg. Book. S 40443 on the Single Triple Quadruple Screw vessel M.V. "TEXITA" Number of Visits 13 Tons Gross 1153,45 Net 780,74

Built at Hamburg-Neuenfelde By whom built Schiffswerft Wilhelm Holst Yard No. 187 When built 1953

Owners Interamerican Maritime Company S.A. Port belonging to Monrovia

Oil Engines made at Mannheim By whom made Motorenwerke Mannheim Contract No. 91471 When made 1953

Generators made at Hamburg By whom made Hans Still A.G., Contract No. 525920 When made 1953

No. of Sets 1 Engine Brake Horse Power 43 M.N. as per Rule 8 Total Capacity of Generators 26 Kilowatts.

Set intended for essential services yes

OIL ENGINES, &c.—Type of Engines RHS 4182 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders - Diameter of cylinders 140 mm Length of stroke 180 mm No. of cylinders 2 No. of cranks 2

Mean indicated pressure 6.6 Firing order in cylinders - Span of bearings, adjacent to the Crank, measured from inner edge to inner edge -

Is there a bearing between each crank stated no Moment of inertia of flywheel ( $16 \frac{kg}{m^2}$ ) 138 Revolutions per minute 1000

Flywheel dia. 800mm Weight stated 322 kgs Means of ignition compression Kind of fuel used gas oil

Crank Shaft, dia. of journals stated 115 mm Crank pin dia. stated 100 mm Mid. length breadth - Thickness parallel to axis -

as fitted - Crank Webs shrunk Mid. length thickness - Thickness round eyehole -

Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule General armature, moment of inertia ( $16 \frac{kg}{m^2}$ ) 5.6

as fitted - as fitted -

Are means provided to prevent racing of the engine when declutched yes Means of lubrication forced Kind of damper if fitted none

Are the cylinders fitted with safety valves no Are the exhaust pipes and silencers water cooled or lagged with non-conducting material lagged

Cooling Water Pumps, No. directly coupled to Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

Lubricating Oil Pumps, No. and size motor has its attached lubricating oil pump 0.1.1 m<sup>3</sup>/h

Air Compressors, No. 1 No. of stages 2 Diameters 135/50 mm Stroke 100 mm Driven by clutch coupled

Saving Air Pumps, No. - Diameter - Stroke - Driven by -

AIR RECEIVERS:—Have they been made under Survey - State No. of Report or Certificate -

Each receiver, which can be isolated, fitted with a safety valve as per Rule -

Are 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 -

Working 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 GA 290 FK

Pressure of supply 230 volts. Full Load Current 113 Amperes. Direct or Alternating Current D.C.

Is an alternating current system, state the periodicity - Has the Automatic Governor been tested and found as per Rule when full load is suddenly thrown and off yes Generators, are they compounded as per Rule 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 -

Are the generators shielded that they cannot be accidentally earthed, short circuited, or touched yes Are the lubricating arrangements of the generators as per Rule yes

Do the generators are under 100 kw. full load rating, have the makers supplied certificates of test yes and do the results comply with the requirements yes

Do the generators are 100 kw. or over have they been built and tested under survey under 100 KW

Are the shafts of driven machinery other than generator this diesel generator set is clutch coupled to an air compressor

ANS.—Are approved plans forwarded herewith for Shafting no Receivers - Separate Tanks -

(If not, state date of approval)

Are Torsional Vibration characteristics if applicable been approved - Armature shaft Drawing No. -

(state date of approval)

ARE GEAR -

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 - - } 1953 Oct. 15, 20, 24, 28, Nov.: 2, 4, 7, 11, 14, 16, 17, 18, 20.  
Total No. of visits 13.

Dates of Examination of principal parts—Cylinders— Covers— Pistons— Piston rods—

Connecting rods— Crank and Flywheel shafts— Intermediate shafts—

Crank shaft { Material SM Steel Tensile strength } built under the supervision  
Elongation Identification Marks of the Germanischer Lloyd

Flywheel shaft, Material Identification Marks

Identification marks on Air Receivers

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 generator engine was built to Germanische Lloyd Requirements. This generator engine examined under no load and full working conditions and governor tested, all found in good working order.

5m. 1.48.—T. (MADE AND PRINTED IN ENGLAND)  
(The Surveyors are requested not to write on or below the space for Committee Minute.)

The amount of Fee ... £ see Rpt. 9

Travelling Expenses (if any) £

When applied for 19  
When received 19

[FRIDAY 15 OCT 1954]

Committee's Minute

Assigned

See Rpt. 4.

*[Signature]*

Surveyor to Lloyd's Register of Shipping.



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