

REPORT ON ELECTRIC PROPELLING MACHINERY

Date of writing Report 3-8-1948 When handed in at Local Office 19 Port of Liverpool
 No. in Survey held at Birkenhead Date, First Survey 21/6/48 19 Last Survey 30/7/1948
 Reg. Book. No. of Visits 18
 77732 Single on Turn Screw vessel "TOMOCYCLUS" Gross Tons 10668
 Triple Quadruple Net Tons 6321
 Built at Portland Or. By whom built Kaiser Co. Inc. Yard No. - When built 1944
 Electrical Machines made at Schenectady By whom made General Electric Co. Generator Nos. 5727855 When made 1944
 Motor Nos. 5690845
 Shaft Horse Power at Full Power 6000/6600 Total Capacity of Generators 4925/5400 kilowatts
 Machinery Numeral as per Rule 1058 Owners Anglo-Saxon Petroleum Co. Ltd Port belonging to London
 Trade for which Vessel is intended Carrying Petroleum in Bulk

PLANS—Have plans of the Machines, Control Gear, Cables and Circuits been submitted and approved Typical plans of 12 Tanks approved.

STEAM ENGINES.—Type of Engine Steam Turbine No. of Engines one R.P.M. 3600/375 a Governor fitted Yes Is the speed variation as per Rule when load is thrown off — Is an Emergency Governor fitted Yes Is it arranged for hand tripping Yes Does it trip the throttle valve Yes If exhaust steam is admitted, is an automatic shut-off fitted — Is provision made for bled steam No and is a non-return or positive shut-off valve fitted — Lubricating Oil.—State means provided for emergency supply Gravity Tank
 Is the emergency reserve sufficient to maintain lubrication as per Rule Yes Mechanical Balance.—Are the Engines and Generators balanced so as not to cause appreciable vibration Yes

OIL ENGINES.—Type of Engines — R.P.M. — Is a Governor fitted — Is the speed variation as per Rule when load is thrown off — Is an Emergency Governor fitted — Does it operate as per Rule —

GENERATORS.—Direct or Alternating Current A.C. No. of Generators one If A.C. state frequency at full load 60/62 cycles
 Kw. per Generator 4925/5400 Volts per Generator 2300/2370 Amps. per Generator 1237/1315 Have certificates of works tests been supplied No and the results found as per Rule — Ventilation.—State how arranged (open or closed system) Blow system
 Are ventilating arrangements satisfactory Yes Heating when Idle.—What provision is made Electric heating located within inner shields of generator
 Facilities for Inspection and Repair.—Are these as per Rule Yes

MOTORS.—S.H.P. per Motor at full power 6000/6600 No. of Motors one Single or double unit single Volts per Motor 2300/2370
 Amps. per Motor 1160 Have certificates of works tests been supplied No and the results found as per Rule — A.C. Motors.—Is provision made for machining the slip rings No Do the Motors remain in synchronism under all normal conditions of running Yes D.C. Motors.—If the system permits overspeeding at light loads are overspeed protection devices fitted —

EXCITATION.—Is power for excitation taken from the ship's Auxiliary Generators see below If so, state voltage 110 and excitation amperes at full power 75 kilowatts for excitation 75 State excitation arrangements for Propulsion Generators Excitation for both propulsion generators and motor provided by a 75kW exciter driven by turbo sets consisting of 400kW alternator, 75kW exciter and 55kW and Propelling Motors D.C. Generator. Is an alternative means of excitation provided Yes. Two aux sets provided as above.
 Have certificates of works tests been supplied No and found as per Rule —

CONTROL.—Position of Main Control Panel In main engine room at starting platform.
 Does it comply with the requirements regarding position Yes, grouping of controls Yes, instruments Yes, insulating materials (state type used) appears to be "Saidamp" type of synthetic insulating material. spacing and shielding of live parts Yes, accessibility Yes, position of fuses Yes, locking of screws and nuts Yes, labelling Yes, fuses for voltmeters, pilot lamps, etc. Yes, provision for manual operation of contactors, etc. (state method employed) Contactors normally operated by levers, interlocked against incorrect operation.

earthing of instrument cases above 250 volts to earth Yes, provision of renewable tips on switches subject to arcing Yes, capability of withstanding shock and inclination Yes, operation with high and low voltage Yes, rust proofing of parts. Overload and Short Circuit Protection.—State means provided Please balance relay for protection against phase faults resulting from short circuit between phases or open circuit in one phase. Fault trips excitation breakers.

At what load is it set to operate 25% out of balance Has it been tripped by hand when running at full power and found satisfactory Not tested

Are fuses of an approved type All fuses are standard American Cartridge type.
 Earth Detection.—Is the main circuit provided with means for detecting earths Yes Are aural and visual alarms fitted Visual Is main power interrupted by an earth fault Yes If a limiting resistance is in the earth detecting circuit what is the ohmic value 670 ohms What earth leakage current is necessary to operate the device min. 0.5A more 2.5A If a switch is used to disconnect the aural signal does it automatically give visual indication — Are the excitation circuits provided with means for earth detection Yes Mechanical Protection.—Are circuits above 250 volts to earth protected as per Rule Yes

Bridge or Deck Control.—Is bridge control provided No If so, from how many stations — can it be operated freely without producing currents or loads in excess of the working capacity of the plant — and without reference to electrical instruments — Is an emergency control provided in the engine room — and can the transfer to this control be made quickly in the engine room — Can the emergency control be rendered mechanically independent of the deck control — Instruments and Gauges.—State Instruments provided for each Generator Temp indicator (Stator + Field)
Field Volt + Ammeter, Speed indicator, Gen Volt + Ammeter, Please balance relay, excite relay.
 and for each Motor Temp indicator, Field Volt + Ammeter, Revolution indicator, A.P. meter Is an Insulation Tester provided Yes

Discharge Protection.—Are all shunt field circuits protected as per Rule Yes D.C. Systems.—If the Generators are connected in series state means provided to prevent reversal of direction of rotation of the Prime Movers —

Are the Propulsion Generators also used alternatively for other purposes Yes If so, is provision made for overload protection, voltage adjustment, etc. Yes

Reversing Switches.—If any are provided are they interlocked as per Rule Yes Resistances.—Are resistances for synchronous motor fields insulated as per Rule Yes Temperature Alarm.—Are machines with enclosed ventilating system, etc., fitted with temperature alarm Indicator only.

CONDUCTORS & CABLES.—Are all essential Conductors stranded as per Rule Yes Are the ends of Paper and Varnished Cambric Insulated Cables sealed Yes Are all Cables carrying A.C. constructed and installed as per Rule Yes Have all Cables been tested at the makers' works —

SECONDARY BATTERIES.—Are Batteries used for starting Main Propulsion Engines No If so, have full particulars of rating been submitted and approved — Have they been tested under working conditions and do they give the required number of starts — Are they installed as per Rule — Are the charging arrangements satisfactory —

SPARE GEAR.—If engaged on open sea service has a list of spare gear been submitted and approved No Is a list of the articles supplied attached to this report No Are they stored as per Rule Yes

ELECTRIC PROPULSION EQUIPMENT CONDUCTORS.

DESCRIPTION	CONDUCTORS.		TOTAL MAXIMUM CURRENT—AMPERES.*		MAXIMUM VOLTAGE TO EARTH.	INSULATED WITH.	DI-ELECTRIC THICKNESS.	HOW PROTECTED.
	No. per Pole.	Nominal Area per Pole.	In Circuit.					
			When Running.	When Manoeuvring.				
MAIN GENERATORS	3	3,000,000	1315	1708	2300	V.C.	-	L.C.A
GENERATOR FIELDS	1	500,000	165 at 375 R.P.M.	444	110	"	-	"
MAIN MOTORS	3	3,000,000	1160	1708	2300	"	-	"
MOTOR FIELDS	1	500,000	420	444	110	"	-	"
CONTROL CIRCUITS								
OTHER CIRCUITS:—								

*For field circuits the "Hot" and "Cold" value should be given.

The foregoing is a correct description,

Electrical Engineers.

Date

COMPASSES.—Are Single-Conductor circuits carrying direct current arranged with lead and return Conductors fitted as close to one another as possible

Have tests been made during adjustment of the Compasses to determine the effect of switching the main circuits on and off

Builders' Signature.

Date

Is this machinery duplicate of a previous case Generally similar to other T2. Tankers. If so, state name of vessel U. Mavro, Tordalen, Helston

General Remarks (State quality of workmanship, opinions as to class, &c.) The Electrical Propulsion Equipment of the vessel appears to be installed in accordance with American practice and the typical plans of T2 Tankers. The details of this report were obtained from these plans and instruction booklet & personal observation.

The machinery was examined and tested under working conditions & found satisfactory. The equipment appears in good and efficient condition & whilst not strictly in accordance with the Society's Rules, it is in my opinion, eligible for classification.

The Surveyors are requested not to write on or below the space for Committee's Minute.

See Report of attached When applied for, £ : : 19
Travelling Expenses (if any) £ : : When received, 19

L. Stappert
Surveyor to Lloyd's Register of Shipping.

Date

Committee's Minute

LIVERPOOL 14 SEP 1948
See Minutes or Report 9.



© 2020

Lloyd's Register Foundation