

COPY.

C.6318.

Lloyd's Register of Shipping.



Port

LONDON.

9th January, 1931.

This is to Certify that

A. ARTHUR A. CHALMERS,

the undersigned Surveyor to this Society did at the request of Messrs. Scott's Shipbuilding Co., of Greenock, attend at the works of The British Thomson-Houston Co., Ltd., Rugby, on the 12th May, 1930, and subsequent dates, for the purpose of surveying during construction the Electrical Propulsion Plant intended to be fitted in the Motor Vessel "PERMIAN" built by Messrs. Scott's Shipbuilding Co. - their No. 551 - to the order of The Atlantic Oil Shipping Co. of Philadelphia.

The Main Generating Plant consists of four Carel six-cylinder 400A Diesel Engines each of approximately 1000 B.H.P. and governed to run at 225 R.P.M.

Each engine is to be coupled to a Main Generator, rated at 600 KW and 250 volts, and an auxiliary Generator rated at 75 KW and 250 volts, having a speed of 225 R.P.M.

An Ingersoll-Rand two-cylinder engine set rated at 35 KW and 250 volts, governed to run at a speed of 450 R.P.M. is to be fitted for Port use.

The Propeller Motor is of the double armature D.C. type with a continued rating of 2,800 H.P. at 1000 volts and 2230 amperes having a speed of 96 R.P.M.

The Generator Armature Shaft forgings carrying the Main an

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."

M/V "PERMIAN".

Auxiliary armatures are marked as follows:-

No.1. LLOYD'S No.598.
P.L.R. 15.7.30.
CARBLS No.4208/13.
B.T.H.No.R.72167.

No.2. LLOYD'S No.597.
P.L.R. 15.7.30.
CARBLS No.4202/7.
B.T.H.No.R.72166.

No.3. LLOYD'S No.603.
P.L.R. 22.10.30.
CARBLS No.4196/01.
B.T.H.No.R.72165.

No.4. LLOYD'S No.599.
P.L.R. 15.7.30.
CARBLS No.4214/9.
B.T.H.No.R.72168.

The Propeller Motor Shaft is a solid forging carrying the two armatures between two bearings, and is marked:-

LLOYD'S No.C.5811
D.3131/32. 22.4.30
30.6.30
B.T.H.No.R.72164.

The Main Control for the Propeller Motor will be situated in the Bridge House and is to be supplemented by an emergency control placed on the Engine Room Switch Board.

The Bridge Main Control is Electric and easily manipulated whilst the emergency Engine Room Control is mechanically operated direct on the Rheostat switches.

The results of tests on the Propeller Motor as carried out at the works of The British Thomson-Houston Co., Ltd. proved satisfactory.

These machines have been constructed under the supervision of this Society's Surveyors.

The materials and workmanship, which have been tested to the Society's requirements, are, so far as can be seen, good and in my opinion the machines will be eligible for Classification when they have been installed in the vessel and tried under working conditions.

Fee:-£87.12.6.

Expenses:-£3.15.8.

*Paid per [unclear] 30/6/31
[unclear]*

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



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