

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 66824

Received at London Office 24 MAR 1943

Date of writing Report 10 When handed in at Local Office 22.3.43 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 5th Oct 1942 Last Survey 18th Mar 1943

Reg. Book. Number of Visits 17

on the ^{Single} ~~Triple~~ ~~Quadruple~~ Screw vessel MV. "SAMANCO" Tons { Gross 8335 Net 4945

Built at Belfast By whom built Harland & Wolff Ltd Yard No. 1156 When built 1943

Owners Pacific Steam Navigation Co Ltd Port belonging to Liverpool

Oil Engines made at Glasgow By whom made British Auxiliaries Ltd Contract No. 446 When made 1943

Generators made at Belfast By whom made Harland & Wolff Ltd Contract No. 448 When made

No. of Sets 3 Engine Brake Horse Power 1125 Nom. Horse Power as per Rule 320 Total Capacity of Generators 900 Kilowatts.

OIL ENGINES, &c.—Type of Engines Heavy Oil 14.5 I Lype. 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders 780 lb M.I.P. 95 lb Diameter of cylinders 250 7/8 Length of stroke 420 7/8 No. of cylinders 15 No. of cranks 15

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 360 7/8 Is there a bearing between each crank Yes

Revolutions per minute 350 Flywheel dia. 1300 7/8 Weight 1100 kgs. Means of ignition Compression Kind of fuel used Diesel

Crank Shaft, dia. of journals as per Rule 157 7/8 as fitted 160 7/8 Crank pin dia. 160 7/8 Crank Webs Mid. length breadth 214 7/8 Mid. length thickness 90 7/8 Thickness parallel to axis Throat Thickness around eye hole

Flywheel Shaft, diameter as per Rule 157 7/8 as fitted 160 7/8 Intermediate Shafts, diameter as per Rule Thickness of cylinder liners 19.5 7/8

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

Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers cooled or lagged with non-conducting material Yes

Cooling Water Pumps, No. none fitted Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Lubricating Oil Pumps, No. and size One each engine 130 litres per minute

Air Compressors, No. none No. of stages Diameters Stroke Driven by

Scavenging Air Pumps, No. One each engine Diameter 650 7/8 Stroke 240 7/8 Driven by main engine

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Not Supplied by British Auxiliaries

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

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 are they compound wound

are they over compounded 5 per cent, if not compound wound state distance between each generator

is an adjustable 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 Shafing 5-11-35 Receivers Separate Tanks

(If not, state date of approval)

SPARE GEAR as per attached list.

The foregoing is a correct description.

For BRITISH AUXILIARIES, Ltd.

Manufacturer.



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Lloyd's Register
Foundation

003659-003670-0069

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits

Dates of Examination of principal parts—Cylinders 5-10-42 9-10-42 10-11-42 9-10-42 25-11-42
Connecting rods 25-11-42, 21-12-42 Crank and Flywheel shaft 14-10-42 17-11-42 Covers 25-11-42 Pistons 14-12-42 Piston rods 21-12-42
Intermediate shaft 11-6-42 No. 446 No. 447 No. 448

Crank and Flywheel shaft, Material steel Identification Mark Intermediate shafts, Material Identification Marks
Is this machinery duplicate of a previous case Yes. If so, state name of vessel V. Hororata hls. No. 62906.

General Remarks (State quality of workmanship, opinions as to class, etc.) These auxiliary engines have been built under Special Survey in accordance with the Rules and approved plans. The materials and workmanship are good. On completion they have been tried on the bench at full power (connected to the brake) with satisfactory results. They are to the order of Messrs Harland & Wolff Ltd. Belfast. And intended for a vessel building at their yard. No. 1756.

Messrs Harland & Wolff Ltd Belfast are supplying the generators and starting air receivers.

20/3/43 These auxiliary engines have now been efficiently fitted on board the vessel and tried under full working conditions with satisfactory results.
K. Shaw 12/8/43.

Proposed by J. H. G. & Co. Ltd. Belfast

The amount of Fee ... £32:0:0
Travelling Expenses (if any) £ : :
Committee's Minute GLASGOW 23 MAR 1943
Assigned Deferred for comp.
G. E. Murdoch
Surveyor to Lloyd's Register of Shipping
FRI. 10 SEP 1943
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