

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

Date of writing Report Oct. 12th 37 When handed in at Local Office 19 Port of Cleveland, Ohio. Received at London Office JAN 31 1938

No. in Survey held at Beloit, Wisconsin. Date, First Survey August 9th, Last Survey Sept. 23rd, 1937
Reg. Book. Single Triple Quadruple Number of Visits 7

on the Screw vessel Manseau Shipyards Ltd. Hull No. 56 M.V. "BEECEELITE" Tons { Gross - Net -

Built at MARINE INDUSTRIES LTD. By whom built SOREL, QUEBEC Yard No. 56 When built 1937

Owners Imperial Oil Co. Port belonging to VANCOUVER B.C. Engine 801989

Oil Engines made at Beloit, Wis. By whom made Fairbanks Morse & Co. ~~XXXXX~~ Nos. 801981 When made 1937
Generators made at Beloit, Wis. By whom made Fairbanks Morse & Co. ~~XXXXX~~ Nos. 59863 59864 When made 1937

No. of Sets 2 Engine Brake Horse Power 60 Nom. Horse Power as per Rule - Total Capacity of Generators 80 Kilowatts.

OIL ENGINES, &c.—Type of Engines Diesel solid injection Model 36A 2 or 4 stroke cycle 4 Single or double acting S

Maximum pressure in cylinders 720 to 790 Diameter of cylinders 4-1/4" Length of stroke 6" No. of cylinders 6 No. of cranks 6
Span 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 1200 Flywheel dia. 20" Weight 246# Means of ignition Comp. Kind of fuel used Diesel Oil

Crank Shaft, dia. of journals as per Rule 2-7/16" as fitted 3" Crank pin dia. 2-3/4" Crank Webs Mid. length breadth 4-1/2" Thickness parallel to axis -
Mid. length thickness 1-1/2" Thickness around eyehole -

Flywheel Shaft, diameter as per Rule - as fitted 3" Intermediate Shafts, diameter as per Rule - as fitted - Thickness of cylinder liners -

Is a governor ~~XXXXX~~ fitted to prevent racing of the engine when declutched Yes Means of lubrication Forced Feed.
Are the cylinders fitted with safety valves No See letter 7-12-37. Are the exhaust pipes and silencers water cooled or lagged with non-conducting material LAGGED

Cooling Water Pumps, No. 1-Rotary Type, 10GPM Is the sea suction provided with an efficient strainer which can be cleared within the vessel YES

Lubricating Oil Pumps, No. and size 1 - Rotary Type 3 G.P.M.

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

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 Fairbanks Morse & Co. type DGZM compound.

Pressure of supply 250 volts. Load 160 Amperes. Direct or Alternating Current Direct
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 Yes
Generators, do they comply with the requirements regarding rating Yes are they compound wound Yes
are they over compounded 5 per cent. Yes, if not compound wound state distance between each generator -

is an adjustable regulating resistance fitted in series with each shunt field - Are all terminals accessible, clearly marked, and furnished with sockets Yes
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 Yes

PLANS. Are approved plans forwarded herewith for Shafting Yes (If not, state date of approval) Receivers - Separate Tanks -

SPARE GEAR To Rule Requirements. See Fairbanks Morse & Company list No. 8051, Sheets Nos. 106 to 115B, attached to this report.

The foregoing is a correct description,

Fairbanks, Morse & Co.
C. E. Bohman
Chief Inspector

Manufacturer.



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Dates of Survey while building { During progress of work in shops - August 9, 21, 25; September 8, 21, 22, 23, 1937.
 During erection on board vessel - - -
 Total No. of visits 7

Dates of Examination of principal parts—Cylinders Aug. 21st & Sept. 23rd. Covers Aug. 21st & Sept. 23rd. Pistons Aug. 21st & Sept. 23rd. Piston rods -
 Connecting rods Aug. 9th & Sept. 23rd Crank and Flywheel shaft Aug. 9th & Sept. 23rd Intermediate shaft -

Crank and Flywheel shafts, Material O. H. Steel Identification Mark LLOYDS 3231, 3232 8/9/37 GD.

Intermediate shafts, Material - Identification Marks -

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 above mentioned engines (two) have been built under Special Survey and on completion were tested, coupled to generators, under full and intermediate loads in the shop. The materials and workmanship were found to be sound and efficient and the electrical load tests satisfactory.

Forging certificates Nos. 3231 and 3232, generator test records and copy of crank shaft drawing, accompanies this report.

Jan 28 - Transfer. (The Surveyors are requested not to write on or below the space for Committee Minutes.)

The amount of Fee ... x \$150.00 : When applied for, 10/12/1937
 Travelling Expenses (if any) x \$ 35.20 : When received, 30/11/1937

E. Drummond
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned

FRI 3 JUN 1938

See M.S. Rpt. 4609



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