

#410

Hoil

Winterthur,

2nd June, 1925.

Order N^o 16346

C270

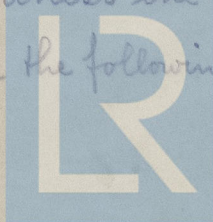
W.S. Vallis.

Messrs. Brown, Boveri & Co. attend at their works in Baden on the 30th March, and 17th April, 1925 to witness the overspeed tests on two blower impellers, and two motor armatures intended for two motor driven scavenging blowers for the M.S.N^o 410 building to Class by Messrs. Mitsubishi Zosen Kaisha at Nagasaki.

The impellers and armatures were run at 3400 R.P.M. for 3 minutes, the normal working speed of the blower being 2700 R.P.M., and the maximum speed 2800 R.P.M.

The impellers and armatures were gauged and inspected after the tests, and they were found to be as far as can be seen, free from defects or permanent set.

The undersigned attended again on the 18th and 25th May, 1925 to witness the final running tests of the scavenging blowers, and the following readings were recorded:



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Blower B. N^o 4131 tested 18-5-25. with
readings reduced to guaranteed conditions.

	normal load	N ^o 1 overload	N ^o 2 overload
	readings.	readings	readings.
Duration of test.	9.0 am to 3.0 pm	✓	✓
Average revolutions per min.	2500	2570	2580
KW input.	162.5	172.5	171.0
Pressure ratio.	1.11	1.10	1.12
Intake volume of free air per min.	666 cub.m.	737 cub.m.	665 cub.m.

Blower B. N^o 4132 tested 25-5-25 with
readings reduced to guaranteed conditions

	normal load	N ^o 1 overload	N ^o 2 overload
	readings.	readings.	readings.
Duration of test.	8.30 am to 2.0 pm	✓	✓
Average revolutions per min.	2480	2600	2520
KW input.	168.5	184.5	185.5
Pressure ratio	1.11	1.10	1.12
Intake volume of free air per min.	663 cub.m.	759 cub.m.	675 cub.m.

The volume of air was measured by means of a nozzle 400^{mm} diameter for the first blower and by a 425^{mm} diameter nozzle for the second.

The running of both blowers and motors during the tests was satisfactory and for identification purposes they have been stamped. R.

On completion of the tests the insulation of the motors was tested by a pressure of 1500 volts, and this was withstood for one minute.

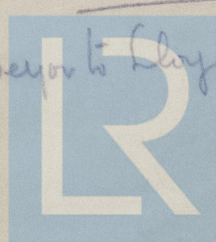
W. G. Gallis

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