

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 11.926

Date of writing Report 14th May 1955 When handed in at Local Office 14th May 1955 Port of Marseilles Received at London Office 6 NOV 1955

No. in Survey held at La Ciotat and Marseilles Date, First Survey 8th September 1950 Last Survey 1st April 1955

Reg. Book. 14081 on the Single Screw vessel "IPHIGENIA" Tons {Gross 12,828 Net 7,204

Built at La Ciotat By whom built Chantiers Navals de la Ciotat Yard No. 175 When built 1955

Owners Societe Shell Indochine Port belonging to HAVRE

Oil Engines made at La Ciotat By whom made Chantiers Navals de la Ciotat Engine No. 1001 CNC When made 1955

Generators made at Marseilles By whom made Cie Generale Electrique Generator No. 956938 When made 1955

No. of Sets one B.H.P. of each Set 300 M.N. of each Set as per Rule 60 Capacity of each Generator 200 Kilowatts

Is Set intended for essential services No (hoisting purposes)

OIL ENGINES, &c.—Type of Engines Internal combustion Heavy Oil Engine 3 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 955 lbs sq in Diameter of cylinders 9 in Length of stroke 11 1/2 in No. of cylinders 6 No. of cranks 6

Mean indicated pressure 140 lbs sq in Span of bearings (i.e., distance between inner edges of bearings in way of a crank) 9.88 in

Is there a bearing between each crank Yes Moment of inertia of flywheel 1878 Revolutions per minute 450 RPM

Flywheel dia 45 in Weight 2470 lbs Means of ignition Compression Kind of fuel used diesel oil

Crank Shaft, Solid forged dia. of journals 7 in Crank pin dia. 6 in Crank Webs shrunk

Flywheel Shaft, diameter as per Rule Generator armature, moment of inertia 886

Are means provided to prevent racing of the engine Yes Means of lubrication forced Kind of damper if fitted water cooled and lagged

Are the cylinders fitted with safety valves No Are the exhaust pipes and silencers water cooled or lagged with non-conducting material Yes

Cooling Water Pumps, No. and how driven One Eng. Dr. One Electrically Driven Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Lubricating Oil Pumps, No. and size one

Air Compressors, No. one No. of stages two Diameters 0.196 M3/min Stroke as per Valvet no 708 + 199 HSM dated 22-7-54 Driven by Auto-diesel Engine

Scavenging Air Pumps or Blowers, No. one How driven by the Engine

AIR RECEIVERS:—Have they been made under Survey Yes State No. of Report or Certificate VLN Rpt 12-8-54

State full details of safety devices Filling and starting head fitted with safety valves

Can the internal surfaces of the receivers be examined and cleaned No

Is there a drain arrangement fitted at the lowest part of each receiver Yes

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 ✓

Starting Air Receivers, No. Three Total cubic capacity 14.12 Cuft. Internal diameter 14.56 in thickness 0.614 in

Seamless, lap welded or riveted longitudinal joint Seamless Material steel Range of tensile strength upto 50.8 Kp/mm² Working pressure 30 Kp/cm²

ELECTRIC GENERATORS:—Type SNTG 280/16 Marine Type (Donner Function Report 7-5-11-55) hereinto

Pressure of supply 440 volts (60 cycle) Full Load Current 315A (257A) amperes Direct or Alternating Current Alternating

If alternating current system, state the periodicity 60 cycle Has the Automatic Governor been tested and found as per Rule when full load is suddenly thrown on and off Yes Generators, are they compounded as per Rule ✓ 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 Yes Are the lubricating arrangements of the generators as per Rule Yes

If the generators are under 100 kw. full load rating, have the makers supplied certificates of test ✓ and do the results comply with the requirements ✓

If the generators are 100 kw. or over have they been built and tested under survey Yes (see Rpt hereinto)

Details of driven machinery other than generator ✓

PLANS.—Are approved plans forwarded herewith for Shafting Approved Plans 40208 W Receivers approved Plan Separate Tanks 175-176 MCS-1

Have Torsional Vibration characteristics if applicable been approved Yes approved 17-11-54 duplicate case Armature shaft Drawing No. T.M.F 162 P2

Has the spare gear required by the Rules been supplied Yes

The foregoing is a correct description.

Manufacturer.



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008177-008195-0090

Dates of Survey while building
 During progress of work in shops - - 8-9-54; 14-10-54; 2-11-54; 12-11-54
 During erection on board vessel - - - 13-12-54; 20-1-55; 18-2-55; 28-3-55; 7-4-55
 Total No. of visits - - - Nine

Dates of Examination of principal parts - Cylinders 8-9-54 Covers 8-9-54 Pistons 8-9-54 12-11-54 Piston rods 8-9-54
 Connecting rods 8-9-54 Crank and Flywheel shafts 8-9-54 = 12-11-54 Intermediate shafts ✓

Crank shaft Material S.H. Steel (in accordance with plan FS 40208 W) Tensile strength See Sec. letters 29-10-54 & 17-11-54
 Elongation ✓ and Secretary's letters dated 29-10-54 Identification Marks Markings: EF CD 4617 P1
 Flywheel shaft, Material S.H. Steel (17-11-54 and 30-11-54) Identification Marks B V 2P 707 H
 BSB E 2015
 1-14-54 ERIE PA

Identification marks on Air Receivers Two air receivers (no 23318 & 23319) marked as follows:
 No 23318: LLOYDS TEST 60KES WP 30KES HJM 4-8-54 No 10355 HJM
 No 23319: LLOYDS TEST 60KES WP 30KES HJM 4-8-54 No 10357 HJM

Is this machinery duplicate of a previous case - - - No If so, state name of vessel first set made by CWC under No 1001

GENERAL REMARKS (State quality of workmanship, opinions as to class, &c.)

This engine has been built under special survey, of tested materials in accordance with the Secretary's letters, approved Plans and Rules requirements so far as applicable. The workmanship is good. The material is sound and free from defects. The torsional vibration characteristics of the shafting installation of this generating set have been examined in conjunction with the Sulzer builders calculations and approved for a service speed of 450 RPM. The engine, direct coupled to the electric generator was successfully tested at the Sulzer builders works under the following conditions of loading:

- 6 hours at 100% generating output - 200 kW
- 1 hour at 110% (10% overload) ^{in service conditions} - 220 kW
- 18 hours under full service conditions: 200 kW

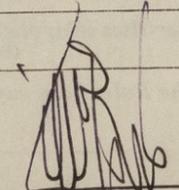
The set has been satisfactorily fitted on board the vessel and proved satisfactory under working conditions.

10,754.-F. (MADE AND PRINTED IN ENGLAND)
 (The Surveyors are requested not to write on or below the space for Committee Minute.)

The amount of Fee (Fees) £hs 32.800 (Part) When applied for 16 May 1955
 Travelling Expenses (if any) £hs 2.000 (indiv.) When received 14 July 1955

FRIDAY 25 NOV 1955

Committee's Minute
 Assigned See Rpt. 4 a.


 RICHARD FONDER

Surveyor to Lloyd's Register of Shipping.

