

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 4372

Received at London Office 3-DEC-1953

Date of writing Report Aug 2 1953 When handed in at Local Office 19 Port of LOS ANGELES HARBOUR CALIFORNIA

No. in Reg. Book. 73296 Survey held at SAN PEDRO CALIFORNIA Date, First Survey FEBRUARY 5 Last Survey JANUARY 14 1953

Single }
Triple }
Quadruple }
Screw vessel MV POZA RICA. Number of Visits 3 Tons { Gross 7884
Net 4459

Built at TRIESTE By whom built CANTIERI RIUNITI DELL'ADRIATICA Yard No. 1213 When built 1938

Owners PETROLEOS MEXICANOS Port belonging to TAMPICO FWD C30348

Oil Engines made at BELOIT WISCONSIN By whom made FAIRBANK MORSE Contract No. APT C20348 When made 1943

Generators made at DAYTON OHIO By whom made DELCO PRODUCTS DIV OF GMC MODEL 1-3653 Contract No. 131-A-4-43 When made 1943

No. of Sets TWO Engine Brake Horse Power 66 Nom. Horse Power as per Rule 60 Total Capacity of Generators 60 Kilowatts.

OIL ENGINES, &c.—Type of Engines AUXILIARY DIESEL MODEL 99A 1/2 2 or 4 stroke cycle 2 Single or double acting SINGLE

Maximum pressure in cylinders Diameter of cylinders 4 1/2" Length of stroke 5 1/2" No. of cylinders 3 No. of cranks 3

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 4 1/2" Is there a bearing between each crank YES

Revolutions per minute 1200 Flywheel dia. Weight Means of ignition SOLID Kind of fuel used DIESEL

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

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

Is a governor or other arrangement fitted to prevent racing of the engine when declutched YES Means of lubrication FORCED

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

Cooling Water Pumps, No. ONE EACH Is the sea suction provided with an efficient strainer which can be cleared within the vessel YES

Lubricating Oil Pumps, No. and size ONE EACH

Air Compressors, No. No. of stages Diameters Stroke Driven by

Scavenging Air Pumps, No. ONE EACH Diameter Stroke Driven by CAM GEAR

AIR RECEIVERS:—Have they been made under Survey ELECTRIC STARTERS State No. of Report or Certificate

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 STAB SHUNT US NAVY SPECIFICATION DRIP PROOF ENCLOSED WITH EQUALIZER CONNECTION

Pressure of supply 110 volts. Full Load Current 250 Amperes. Direct or Alternating Current DC

If alternating current system, state the periodicity 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 YES is an adjustable regulating resistance fitted in series with each shunt field YES 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 If the generators are under 100 kw. full load rating, have the Makers supplied certificates of test YES and do the results comply with the requirements AIEE STANDARD If the generators are 100 kw. or over have they been built and tested under survey

PLANS. Are approved plans forwarded herewith for Shafting Receivers Separate Tanks

SPARE GEAR Two special steel crankshafts, one piston complete, one connecting rod, four main bearing and three crankpin bracers, two liners, two cylinder heads, one fuel injection pump

The foregoing is a correct description,

Manufacturer.



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Noted
10/12/53

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 FEB 25. 52 Covers FEB 25. 52 Pistons FEB 25. 52 Piston rods ✓

Connecting rods FEB 25. 52 Crank and Flywheel shafts FEB 25. 52 Intermediate shafts ✓

Crank and Flywheel shafts, Material ✓ Identification Marks ✓

Intermediate shafts, Material ✓ Identification Marks ✓

Identification marks on Air Receivers ✓

Is this machinery duplicate of a previous case No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.) The two Diesel Engines direct coupled to Generators were stated constructed under specifications & supervision to United States Navy requirements. The materials and workmanship are good. These units have been examined under working conditions, tested to Rule Requirements & found satisfactory. In my opinion, these units are such as could be accepted by the Committee for Classification.

Generators Units are equipped with starting motors, starting batteries, 12 volt battery charging generators with cutout relay and step voltage control & solenoid operated, starting motors are gear driven.

1M.8-46-Transfer. (Printed in U. S. A.)

(The Surveyors are requested not to write on or below the space for Committee Minute.)

The amount of Fee charged on Rpt 46 :

When applied for,	19
When received,	19

Travelling Expenses (if any) £ - : :

W. Bloomfield
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK NOV 10 1953

Assigned See attached 1st entry report



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