

REC'D NEW YORK MAR 27 1952

pt. 4c.

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 1508

Received at London Office 21 APR 1952

Date of writing Report March 14 1952 When handed in at Local Office 19 Port of Cleveland, Ohio

No. in Reg. Book. Survey held at Columbus, Indiana Date, First Survey Feb. 12 Last Survey Feb. 12 19 52

Single } THE S. JOSEPH ISLANDER Number of Visits 1
Twin }
Triple } Screw vessel Hull 64 - Main Propulsion Engines Tons { Gross --
Quadruple } Net --

Built at -- By whom built Erieau S.B. & D.D. Co. Yard No. 64 When built --

Owners Ontario Dept. of Highways Port belonging to --

Oil Engines made at Columbus, Ind. By whom made Cummins Engine Co. Contract No. E-21 When made 1952

Generators made at -- By whom made -- Contract No. -- When made --

No. of Sets 2 Engine Brake Horse Power 175 each Nom. Horse Power as per Rule -- Total Capacity of Generators -- Kilowatts.

Oil ENGINES, &c.—Type of Engines Diesel 2 or 4 stroke cycle 4 Single or double acting S

Maximum pressure in cylinders 1100 Diameter of cylinders 5.125" 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 4-11/16" Is there a bearing between each crank Yes

Revolutions per minute 1400 Flywheel dia. 19.375" Weight 175 lb Means of ignition Compress Kind of fuel used Diesel

Crank Shaft, dia. of journals as per Rule -- as fitted 4.5" Crank pin dia. 3.125" Crank Webs Mid. length breadth 5.5" Thickness parallel to axis --

Flywheel Shaft, diameter as per Rule -- as fitted -- Intermediate Shafts, diameter as per Rule -- as fitted -- Thickness around eyehole --

Thickness of cylinder liners Dry Liners

Is there a governor or other arrangement fitted to prevent racing of the engine when ~~clutch~~ declutched Yes Means of lubrication Pressure

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

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

Lubricating Oil Pumps, No. and size One - 14 gpm

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

Leaving Air Pumps, No. -- Diameter -- Stroke -- Driven by --

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

Is each receiver, which can be isolated, fitted with a safety valve as per Rule --

Are 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. Full Load Current -- Amperes. Direct or Alternating Current --

Is it an 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 -- 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 -- 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 -- 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

tested and tested under survey --

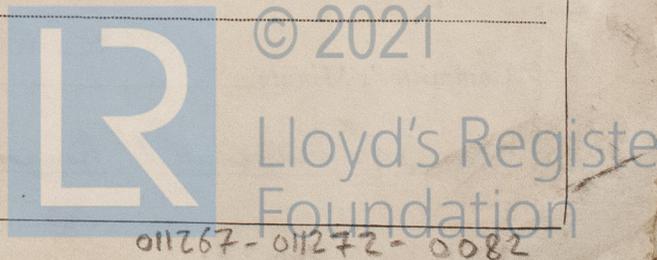
Are approved plans forwarded herewith for Shafting March 9 1952 Receivers -- Separate Tanks --

(If not, state date of approval)

SHAFTING To Rule Requirements

The foregoing is a correct description,

Manufacturer.



011267-011272-0082

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Dates of Survey while building { During progress of work in shops -- Feb. 12 1952
During erection on board vessel --
Total No. of visits 1

Dates of Examination of principal parts—Cylinders 12-2-52 Covers 12-2-52 Pistons 12-2-52 Piston rods --
Connecting rods 12-2-52 Crank and Flywheel shafts 12-2-52 Intermediate shafts ---
Crank and Flywheel shafts, Material O.H. Steel Identification Marks CA-6490; CA-5692
Intermediate shafts, Material -- Identification Marks --
Identification marks on Air Receivers --

Is this machinery duplicate of a previous case -- If so, state name of vessel --

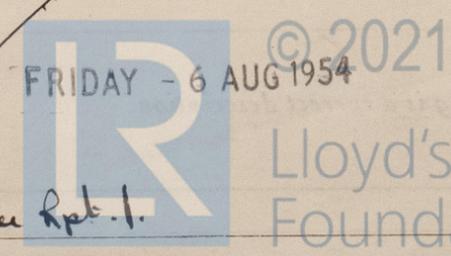
General Remarks (State quality of workmanship, opinions as to class, &c. These engines were built to plans approved by the New York Office and in accordance with the Rules. They were brake tested at full and intermediate loads and governing devices tried out with satisfactory results. They were operated up for examination of the working parts which were found in order and the crankshaft dimensions comply with the Rules.
It is recommended that they be assigned the record of * LMC (with date) when they have been installed aboard the vessel and tested under working conditions all to the satisfaction of the Surveyors.

Note: Copies of this report sent to London, New York and Toronto

The amount of Fee £ 160 00 :
Travelling Expenses (if any) £ 45 00 :
When applied for, March 19 1952
When received, 19

R. S. Haagenesen
Surveyor to Lloyd's Register of Shipping.

NEW YORK APR 2 1952



Committee's Minute
Assigned Transmit to London

1M-8-56-Transfer. (Printed in U. S. A.)
(The Surveyors are requested not to write on or below the space for Committee Minute.)