

8, 26, 14c.
14, 19,

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 6134b

Writing Report 5th Aug. 19 50 When handed in at Local Office 7th Aug. 1950 Port of Halifax, N. S. Received at London Office 16 SEP 1950

Survey held at Halifax, N. S. Date, First Survey 12th July, 1949 Last Survey 19th July, 19 50

on the Twin Screw vessel "BAHIA THETIS" Number of Visits 10

at Halifax, N. S. By whom built Halifax Shipyards, Ltd. Yard No. 18 When built 1950

Engines made at Beloit, Wisconsin By whom made Fairbanks Morse & Co. Contract No. 429-T When made 1949

Generators made at Beloit, Wisconsin By whom made Fairbanks Morse & Co. Contract No. 429-T When made 1949

One Engine Brake Horse Power 175 Nom. Horse Power as per Rule - Total Capacity of Generators 106 Kilowatts.

(Particulars also entered from Clv. Rpt. 4c - No. 1365, Sheet 2, forwarded herewith) Type of Engines Heavy Oil, Solid Injection 2 or 4 stroke cycle 2 Single or double acting Single.

Maximum pressure in cylinders 1150 p.s.i. Diameter of cylinders 6.25" Length of stroke 9" No. of cylinders 5 No. of cranks 6

Is there a bearing between each crank Yes

Revolutions per minute 720 Flywheel dia. 27" Weight 1000 lbs. Means of ignition Compression Kind of fuel used Diesel Oil

Crank Shaft, dia. of journals as fitted 5.497" Crank pin dia. 5.497" Crank Webs Mid. length breadth 8" Thickness parallel to axis -

Wheel Shaft, diameter as fitted None Intermediate Shafts, diameter as fitted None Thickness of cylinder liners 0.375" min.

Are the exhaust pipes and silencers water cooled or lagged with non-conducting material Lagged

Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Lubricating Oil Pumps, No. and size One 63 g.p.m. (One hand pump)

Compressors, No. None No. of stages - Diameters - Stroke - Driven by -

Revolving Air Pumps, No. One Diameter Vane 17" x 16" Stroke 7.5" Driven by Crankshaft

RECEIVERS:—Have they been made under Survey None (Hfx.Rpt. 4b-No.6134) State No. of Report or Certificate -

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 -

Unless, lap welded or riveted longitudinal joint - Material - Range of tensile strength - Working pressure by Rules -

Working Air Receivers, No. - Total cubic capacity - Internal diameter - thickness -

Unless, lap welded or riveted longitudinal joint - Material - Range of tensile strength - Working pressure by Rules -

ELECTRIC GENERATORS:—Type 2 wire, compound wound, drip proof, ventilated, single bearing.

Pressure of supply 225 volts. Full Load Current 471 Amperes. Direct or Alternating Current D.C.

Has the Automatic Governor been tested and found as per rule when full load is suddenly

Generators, are they compounded as per rule Yes is an adjustable

Are all terminals accessible, clearly marked, and furnished with

Are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched Yes

If the generators are under 100 kw. full load rating, have the Makers supplied

and do the results comply with the requirements - If the generators are 100 kw. or over have they been

Are approved plans forwarded herewith for Crankshaft No. NYk.26-2-45 Receivers None Separate Tanks None

RE GEAR

The foregoing is a correct description,

Engine Serial No. 925143
Generator " " X-72947

Manufacturer.



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014 751-014762-0147

See Clv Rpt 1365

Dates of Survey while building	During progress of work in shops --	Feb. 25, Mar. 11, 25, Apl. 12, 18, 20, May 9, 18, 24, 26, June 8, 15, July 8, 26, 1949
		During erection on board vessel ---
	Total No. of visits	24 (14 plus 10)

Dates of Examination of principal parts—Cylinders 9-5-49 Covers 24-5-49 Pistons 9-5-49 Piston rods -

Connecting rods 12-4-49 Crank and ~~propeller~~ shafts 9-5-49 Intermediate shafts -

Crank ~~and propeller~~ shafts, Material Cast Iron Alloy Identification Marks LLOYDS 6816

~~Propeller~~ shafts, Material O.H. Forged Steel Identification Marks LLOYDS 6816A

Identification marks on Air Receivers -

Is this machinery duplicate of a previous case Yes If so, state name of vessel M.V. "BAHIA AGUIRRE" Hfx.Rpt. M.V. "BAHIA BUEN SUCESO" " "

General Remarks (State quality of workmanship, opinions as to class, &c. This Oil Engine Electric Generator Set has been under the supervision of the Society's Surveyors, installed in the ship in accordance with the requirements of the Rules, the Secretary's Letters, and the Approved Plans, tested under full working conditions and found in good order. (See also Cleveland Report 4c - No. 1365, Sheet 2, forwarded herewith).

The torsional vibration characteristics of the shafting installation of this generator set have been approved as advised by Montreal letter to this office, dated 3rd April, 1950.

The workmanship and materials are good, and it is recommended for the favourable consideration of the Committee that the above Oil Engine Electric Generator Set, in conjunction with the Main Machinery, is eligible in my opinion to be classed *LMC 8,50.

LM. 3-42 - Transfer. (Printed in U. S. A.) (The Surveyors are requested not to write on or below the space for Committee Minute.)

Collected at Cleveland.		When applied for,
The amount of Fee	£	19
(See Clv.Rpt. 4c No.1365, Sheet 1)		
Travelling Expenses (if any)	£	When received,
(Included in Hfx.Rpt. 4b-No. 6134)		19

Geo. Peckie
Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 29 SEP 1950**

Assigned *See minute on S.C.Rpt.*



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