

# REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 6134d

Received at London Office

16 SEP 1950

Writing Report 3rd Aug. 1950 When handed in at Local Office 3rd Aug., 1950 Port of

Halifax, N. S.

Survey held at Halifax, N. S.

Date, First Survey 12th July, 1949 Last Survey 19th July, 1950

Number of Visits 8

on the Twin Screw vessel "BAHIA THETIS"

Tons (Gross 3830.75 (Net 2100.49

Halifax, N. S., By whom built Halifax Shipyards, Limited

Yard No. 18 When built 1950

Argentine Government Port belonging to Buenos Aires

Engines made at Altrincham By whom made Russell Newbery & Co. Ltd. Engine No. 4176 When made 1948

Compressors made at Ipswich By whom made Reavell & Co. Ltd. Contract No. 40722 When made 1948

2 Engine Brake Horse Power 18 each Nom. Horse Power as per Rule 4.5 each Air Compressors W.P. 390 lbs. per sq. inch.

Particulars also entered from Manchester Rpt. 4c, No. 13461, photostat copy returned herewith). Type of Engines Vertical solid Injection Heavy Oil 2 or 4 stroke cycle 4 Single or double acting Single

Minimum pressure in cylinders 850 p.s.i. Diameter of cylinders 4-1/8" Length of stroke 6" No. of cylinders 2 x 2 No. of cranks 2 x 2

Distance between bearings, adjacent to the Crank, measured from inner edge to inner edge 5-1/8" Is there a bearing between each crank Yes

Revolutions per minute 1000 Flywheel dia. 25" Weight 345 lbs. Means of ignition Compression Kind of fuel used Diesel Oil

Crank Shaft, dia. of journals as per Rule Appd. Mid. length breadth 3-1/2" Thickness parallel to axis -

Flywheel fitted on end of crankshaft. Crank pin dia. 2-3/8" Crank Webs Mid. length thickness 1-5/16" Thickness around eye-hole -

Wheel Shaft, diameter as fitted None Intermediate Shafts, diameter as per Rule None Thickness of cylinder liners -

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

Number of Cooling Water Pumps, No. 2 (Ram type) Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes.

Lubricating Oil Pumps, No. and size One integral with engine (Gear type)

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

Receiving Air Pumps, No. None Diameter - Stroke - Driven by -

Manual or air motor starting (See M.E. Air Receivers)

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 -

Low Pressure 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 -

AIR COMPRESSORS Each engine coupled direct to a Reavell 2-Stage Air Compressor, Machine Nos. 108935 & 108936, Type CSA 3 1/2, 2 1/4 & 5" diar. x 3 1/2" stroke, W.P. 390 lbs. per sq. in.

Pressure of supply - volts. Full Load Current - Amperes. Direct or Alternating Current -

Alternating current system, state the periodicity - Has the Automatic Governor been tested and found as per rule when full load is suddenly

put on and off - Generators, are they compounded as per rule - is an adjustable

Variable resistance fitted in series with each shunt field - Are all terminals accessible, clearly marked, and furnished with

Labels - 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

and tested under survey -

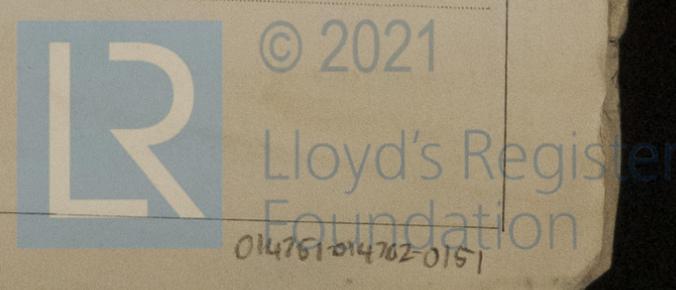
Are approved plans forwarded herewith for Shafting No. 18-2-48 Receivers - Separate Tanks -

(If not, state date of approval)

SHAFTING GEAR As per Rule Requirements.

The foregoing is a correct description,

Manufacturer.



(Particulars also entered from Manchester Rpt. 4c - No. 13461)

Dates of Survey while building { During progress of work in shops -- } 1948 23 March, 25 May, 24 Aug., 2 Sept., 10 & 17 Nov.  
{ During erection on board vessel --- } 1949 12 July, 18 Aug., 28 Oct., 20th Dec. 1950 15th May, 22 June, 12 & 19 July.  
Total No. of visits 14 (6 plus 8)

Dates of Examination of principal parts—Cylinders 2-9-48 Covers 24-8-48 Pistons 2-9-48 Piston rods -

Connecting rods 2-9-48 Crank and Flywheel shafts Intermediate shafts

Crank and Flywheel shafts, Material O.H. Steel. Identification Marks LLOYDS 4906 R.J.Y. 23-3-48  
Elongation: 4906-27% on 2"; 5297- 26% on 2" Tensile strength 4906-42 tons/sq.in.; 5297-39.6 to  
Intermediate shafts, Material Identification Marks

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. P  
M.V. "BAHIA BUEN SUCESO" ( " of S

General Remarks (State quality of workmanship, opinions as to class, &c. These Oil Engine Air Compressor Sets have been bu

under the supervision of the Society's Surveyors, installed on board the vessel in accordance with the Requirements  
the Rules and the Approved Plans, tested under full working conditions, and found in good order..

(See also Manchester Rpt. 4c - No. 13461, photostat copy returned herewith).

The workmanship and materials are good, and it is recommended for the favourable consideration of the  
Committee that these Oil Engine Air Compressor Sets, in conjunction with the Main Machinery, are eligible, in my  
opinion, to be classed \* LMC 8,50.

Collected at Manchester.

The amount of Fee £ : : When applied for, 19  
(See Mch. Rpt. 4c- No. 13461)  
Travelling Expenses (if any) £ : : When received, 19  
(Included in Hfx. Rpt. 4b- No. 6134)

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

FRI, 29 SEP 1950

Committee's Minute

Assigned See Minute on S.C. Rpt

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



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