

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 12333

Received at London Office

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Date of writing Report 28th April 1939 When handed in at Local Office 29th April 1939 Port of LathenburghNo. in Survey held at Lathenburgh Date, First Survey 16th Dec. 1938 Last Survey 18th April 1939

Reg. Book Supplement 87312 on the Single Triple Quadruple Screw vessel M/S 'BRITAMSEA' Number of Visits 18

Built at Lathenburgh By whom built M. S. Lathenburgh Yard No. 533 When built 1939

Owners SKIAS R/S CANADA TANK Port belonging to OSLO

Oil Engines made at Lathenburgh By whom made M. S. Lathenburgh Contract No. When made 1939

Generators made at Vesteris By whom made M. S. Lathenburgh Contract No. When made 1939

No. of Sets 1 Engine Brake Horse Power 115 Nom. Horse Power as per Rule 26 Total Capacity of Generator 175 Kilowatts.

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

Maximum pressure in cylinders 45 kg/cm² Diameter of cylinders 240 mm Length of stroke 360 mm No. of cylinders 3 No. of cranks 3

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 301 mm Is there a bearing between each crank Yes

Revolutions per minute 450 mm Flywheel dia. 1250 mm Weight 2245 mm Means of ignition Ignition Kind of fuel used Diesel Oil

Crank Shaft, dia. of journals as per Rule 140 mm as fitted 150 mm Crank pin dia. 150 mm Crank Webs Mid. length breadth 202 mm 234 mm Thickness parallel to axis shrunk Thickness around eyehole

Flywheel Shaft, diameter as per Rule 140 mm as fitted 150 mm Intermediate Shafts, diameter as per Rule 140 mm as fitted 150 mm Thickness of cylinder liners 20 mm 17 mm

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

Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material Yes

Cooling Water Pumps, No. One - 5.7 t/h Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Lubricating Oil Pumps, No. and size One - 3.14 t/h

Air Compressors, No. One No. of stages 2 Diameters 232 & 90 mm Stroke 220 Driven by Diesel Oil Engine

Scavenging 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

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. Two Total cubic capacity 2 x 3.5 m³ = 7 m³ Internal diameter 1850 & 1800 mm thickness 25.5 & 25 mmSeamless, lap welded or riveted longitudinal joint Riveted Material S.M. Steel Range of tensile strength 46 - 48 kg/cm² Working pressure by Rules 27 kg/cm²

ELECTRIC GENERATORS:—Type Dip proof. Compound

Pressure of supply 115 volts Full Load Current 652 Amperes Direct or Alternating Current Direct

If alternating current system, state the periodicity Has the Automatic Governor been tested and found efficient when the whole 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 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 Yes and do the results comply with the requirements Yes

If the generators are 100 kw. or over have they been built and tested under survey

PLANS. Are approved plans forwarded herewith for Shafting 8.6.37 Receivers 9.8.37 Separate Tanks 6.1.39

SPARE GEAR As per Rule supplied.

The foregoing is a correct description.

AKTIESELSKABET GOTAVÄRKEN

Manufacturer.



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Dates of Survey while building { During progress of work in shops - - } 1938 Dec. 16 1939 Jan. 3. 7. 9. 16. 17. Feb. 4. 7. 8. 22.
 { During erection on board vessel - - - } 1939 March 28. 31. April 11. 12. 13. 14. 15. 18.
 Total No. of visits 18

Dates of Examination of principal parts—Cylinders 7. 1. 39 Covers 7. 1. 39 Pistons 9. 1. 39 Piston rods ✓

Connecting rods 16. 1. 39 Crank and Flywheel shafts 3. 1. 39 Intermediate shafts ✓

Crank and Flywheel shafts, Material S. 17. Steel Identification Marks 75533
 Lloyd's P.M. 10160 P.M.
 12. 5. 38.

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 "Robert L. Ellsworth, Polar, Yard No 504

General Remarks (State quality of workmanship, opinions as to class, &c. This auxiliary engine has been built under Special Survey. The crank shaft as per forging report attached. The workmanship is good and all the requirements of the Rules have been complied with.

1m. 11. 37. — Transfer. (MADE IN ENGLAND.)
 (The Surveyors are requested not to write on or below the space for Committee Minute.)

The amount of Fee ... £ : : When applied for, 19
 Travelling Expenses (if any) £ : : When received, 19

Stu. Johnson
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 5 MAY 1939

Assigned

See fol. J.E. 12333



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