

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

Date of writing Report Dec. 11, 1947 When handed in at Local Office 19 Port of Cleveland, Ohio. Received at London Office 20 MAR 1948

No. in Survey held at Cleveland, Ohio. Date, First Survey April 18th, Last Survey July 21st, 1947.
Reg. Book. M.V. CHING MEN Number of Visits 16

Single }
on the Twin } Screw vessel. Ming Sung Industrial Co. Ltd., Order No. 1109 Tons { Gross -
Triple } (130' Yangtze River Freight & Passenger Vessels) Net -
Quadruple }

Built at - By whom built - Yard No. - When built -

Owners - Port belonging to -

Oil Engines made at Cleveland, Ohio. By whom made General Motors Corp., Cleve. Diesel Engine Div. Engine Contract No. 22646 When made 1947

Generators made at Milwaukee, Wis. By whom made Allis-Chalmers Mfg. Co. Contract No. 142891 When made 1943

No. of Sets One Engine Brake Horse Power 150 Nom. Horse Power as per Rule - Total Capacity of Generators 100 Kilowatts.

OIL ENGINES, &c.—Type of Engines Auxiliary Diesel 2 or 4 stroke cycle 2 Single or double acting Single
M.E.P. 95 lbs. per sq. in.

Maximum pressure in cylinders 1100 Diameter of cylinders 6-1/2" Length of stroke 7" No. of cylinders 3 No. of cranks 3

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 6.630" Is there a bearing between each crank Yes

Revolutions per minute 1200 Flywheel dia. 25.625" Weight 34 lbs. Means of ignition Solid Injection Kind of fuel used Heavy Oil

Crank Shaft, dia. of journals as per Rule - as fitted 5" Crank pin dia. 4-1/2" Crank Webs Mid. length breadth 7-1/2" Thickness parallel to axis -
as per Rule - as fitted - Mid. length thickness 1.62 Forged Thickness around eyehole -

Flywheel Shaft, diameter as per Rule - as fitted - Intermediate Shafts, diameter as per Rule - as fitted - Thickness of cylinder liners 1" at Comb. Space

Is a governor or other arrangement fitted to prevent racing of the engine when decelerated Yes / Means of lubrication Forced Feed

Are the cylinders fitted with safety valves No Are the exhaust pipes and silencers water cooled or lagged with non-conducting material -
(1) Fresh Water 50 GPM @ 30 lbs. per sq. in.

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

Lubricating Oil Pumps, No. and size One 20 GPM @ 60 lbs. per sq. in. Positive Gear Type.

Air Compressors, No. - No. of stages - Diameters - Stroke - Driven by -
Blower per sq. in.

Scavenging Air Pumps, No. One 640 CFM @ 3 lbs. per sq. in. Diameter - Stroke Rotary Driven by Gears Main Engine

AIR RECEIVERS:—Have they been made under Survey No 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 M. C. W. 3 Wire / Shunt Wound

Pressure of supply 120/240 volts. Full Load Current 417 Amperes. Direct or Alternating Current Direct

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 Slab-Shunt 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 Not built under survey.

PLANS. Are approved plans forwarded herewith for Shafting - Receivers - Separate Tanks -
(If not, state date of approval)

SPARE GEAR To Rule Requirements. See list attached to Rpt. 1238.

The foregoing is a correct description,

Manufacturer.



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Dates of Survey while building { During progress of work in shops -- April 18, 23, 24, 30; May 1, 8, 9, 21, 23; June 2, 5, 12, 17; July 3, 15, 21, 1947.
During erection on board vessel --- All engines on this order were manufactured on a mass-production system.
Total No. of visits. (16) Dates indicate visits to the works up to and including final inspection.

Dates of Examination of principal parts—Cylinders 4/18-7/21, 47 Covers 4/18-7/21, 47 Pistons 4/18-7/21, 47 Piston rods -
Connecting rods 4/18-7/21, 47 Crank and Flywheel shafts 4/18-7/21, 47 Intermediate shafts -

Crank and Flywheel shafts, Material Forged Steel Identification Marks LLOYDS 6422 12/12/46

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. The Diesel Engine was constructed under Special Survey in accordance with the Rules and approved plans, also to the Rule requirements of the American Bureau of Shipping.

The Generator, stated to have been built and tested to United States Navy requirements, was visually examined, as far as practicable before being coupled direct to the Diesel engine. The Diesel Generating unit was tested under full and intermediate loads, 10% overload, also under governor control, in the presence of the undersigned, with satisfactory results.

Attached to this report are the following: Forging report 7, Armature shaft test record, Generator temperature test report 7b and makers certificate for Generator.

For identification purposes the Generator and Engine were stamped: LLOYDS 22646 7/21/47 CC.

1M.8-46 Transfer. (Printed in U. S. A.) (The Surveyors are requested not to write on or below the space for Committee Minute.)

TO BE CREDITED TO CLEVELAND
The amount of Fee \$75.00 : When applied for, 18.3 19 49
Travelling Expenses (if any) \$7.50 : When received, 19

E. Diamond
Surveyor to Lloyd's Register of Shipping.

Committee's Minute MON. 11 APR 1949
Assigned See minute on file.



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