

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 171.

Received at London Office 17 NOV 1939

Date of writing Report 25/10/1939 When handed in at Local Office 19 Port of TRIESTE
No. in Survey held at WINTERTHUR & TRIESTE Date, First Survey May 8 Last Survey Oct 11 1939
Reg. Book. 23390 on the ^{Single} ~~Triple~~ Screw vessel M/S. "DOÑA AURORA"
Built at TRIESTE By whom built CANT. RIUNITI DELL' ADRIATICO Yard No. 1226 When built 1939
Owners THE DELABAMA STEAMSHIP CO. INC. Port belonging to ILOILO - P.I.
Oil Engines made at WINTERTHUR By whom made SULZER BRAS Contract No. 20295 When made 1939
Generators made at MONFALCONE By whom made CANTIERI RIUN ADRIAT. Contract No. 20301 When made 1939
No. of Sets 3 Engine Brake Horse Power 420+3 Nom. Horse Power as per Rule 22+3 Total Capacity of Generators 225 Kilowatts.

OIL ENGINES, &c. Type of Engines SULZER SOLID INJECTION 2 or 4 stroke cycle 4 Single or double acting SINGLE
Maximum pressure in cylinders 280 LB./IN² Diameter of cylinders 220 mm. Length of stroke 320 mm. No. of cylinders 3 No. of cranks 3
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 225 mm. Is there a bearing between each crank YES
Revolutions per minute 500 Flywheel dia. — Weight — Means of ignition COMPRESSION Kind of fuel used HEAVY OIL
Crank Shaft, dia. of journals as per Rule 149 mm. Crank pin dia. 125 mm. Crank Webs Mid. length breadth 220 mm Thickness parallel to axis —
as fitted 155 mm. Mid. length thickness 64 mm Thickness around eyehole —
Flywheel Shaft, diameter as per Rule — Intermediate Shafts, diameter as per Rule — Thickness of cylinder liners 20 mm.
as fitted — Thickness around eyehole —
Is a 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 YES Are the exhaust pipes and silencers water cooled or lagged with non-conducting material YES
Cooling Water Pumps, 1 EACH ENGINE 3960 LT/h. Is the sea suction provided with an efficient strainer which can be cleared within the vessel YES.
Lubricating Oil Pumps, No. and size 1 EACH ENGINE 1530 LT/h.
Air Compressors, No. 2. No. of stages 2 COMPOUND Diameters 2x80 mm - 2x90 mm. Stroke 130 mm. Driven by BY CLUTCH AUX. ENGINES.
Scavenging Air Pumps, No. — Diameter — Stroke — Driven by —

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule SEE ALSO F.E. REP. FOR MAIN ENGINE.

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 SELF VENTILATED DRAIN PROOF

Pressure of supply 220 volts. Load 340 Amperes. Direct or Alternating Current DIRECT

If alternating current system, state frequency of periods per second —

Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off YES

Generators, do they comply with the requirements regarding rating YES are they compound wound YES

are they over compounded 5 per cent. YES, if not compound wound state distance between each generator —

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

PLANS. Are approved plans forwarded herewith for Shafting 7.7.38 Receivers 13/6/1938 - 8/7/38 Separate Tanks 25/11/1938.
(If not, state date of approval)

SPARE GEAR SEE LIST.

The foregoing is a correct description.

Manufacturer.



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no. 171.

(Total No. of visits)

Dates of Examination of principal parts—Cylinders 16/1/1939
18/1/1939
19/1/1939 Covers 23/1/1939 Pistons 20/3/1939 Piston rods —

Connecting rods 24-10-38 Crank and Flywheel shaft 15-9-38
20-10-38 Intermediate shaft —

Crank and Flywheel shafts, Material S. M. STEEL Identification Mark 6498 A- 5498 B, 6498 C.
LLOYD'S No 1165 B 15-9-38.

Intermediate shafts, Material — Identification Marks —

Is this machinery duplicate of a previous case No If so, state name of vessel

Is this machinery duplicate of a previous case? *Yes* If so, state name of vessel.

General Remarks (State quality of workmanship, opinions as to class, &c.) *These auxiliary engines have been constructed under Special Survey in accordance with the requirements of the Rules, the Secretary's letters and the approved plans.*

Material and workmanship are good. Full power trials in the shop were satisfactory carried out. -

These sets have been fitted on boards the vessel.
They have been tested under working conditions and
found satisfactory.

The amount of Fee £ 5.00 : When applied for,
30/10/39

Travelling Expenses (if any) £ ✓ : When received,
28/11/39 R.24

FRI 24 NOV 1939

Committee's Minute

Assigned

See In: F.E. 12712

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 Surveyor to Lloyd's Register of Shipping

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