

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

Bel. 12869
No. 62226

Date of writing Report 19 When handed in at Local Office 15.4.40 Port of Glasgow
No. in Survey held at Glasgow Date, First Survey 1939 Last Survey 11 April 1940
Reg. Book. Single on the Triple Screw vessel "PAMPAS" Number of Visits 19
Built at Belfast By whom built Harland & Wolff Ltd Yard No. 1027 When built 1940
Owners Royal Mail Line Port belonging to London
Oil Engines made at Glasgow By whom made British Auxiliaries Ltd Contract No. 358 When made 1940
Generators made at Belfast By whom made Harland & Wolff Ltd Contract No. 4102 When made 1940
No. of Sets 3 Engine Brake Horse Power 780 Nom. Horse Power as per Rule 223 Total Capacity of Generators 525 Kilowatts.

IL ENGINES, &c.—Type of Engines Heavy Oil Type K 431 2 or 4 stroke cycle 2 Single or double acting Single
Maximum pressure in cylinders 780 lb. sq. in. Diameter of cylinders 250 7/8 Length of stroke 420 7/8 No. of cylinders 9 No. of cranks 9
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 360 7/8 Is there a bearing between each crank Yes
Revolutions per minute 375 Flywheel dia. 1300 7/8 Weight 1100 kgs Means of ignition Compression Kind of fuel used Diesel
Crank Shaft, dia. of journals as per Rule as approved. 160 7/8 Crank pin dia. 160 7/8 Crank Webs Mid. length breadth 214.3 7/8 Thickness parallel to axis
Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thickness of cylinder liners 19.5 7/8

Is a governor or other arrangement fitted to prevent racing of the engine when decelerated 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, No. none fitted Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Lubricating Oil Pumps, No. and size One 88 litres per min. (each engine)
Air Compressors, No. none No. of stages Diameters Stroke Driven by
Scavenging Air Pumps, No. One each engine Diameter 500 7/8 Stroke 240 7/8 Driven by Main engines

IR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Supplied by Harland & Wolff Ltd.
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. none 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. none Supplied 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 Drip proof Compound interpolar
Pressure of supply 222 volts. Load 790 Amperes. Direct or Alternating Current Yes

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 4-7-39 Receivers Separate Tanks
SHAFTING GEAR as per attached list

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation
W206-0116

Sept. 27th
 1939, Mar. 21 Dec. 19. 26,
 1940 Jan. 25 Feb. 12, 13, 19. 20. 27 Mar. 1, 4, 11, 26 Apr. 4, 5, 9, 11
 191

Dates of Examination of principal parts—Cylinders 12-2-40 27-2-40 Covers 27-9-39 Pistons 19-12-39 Piston rods 20-2-40
 Connecting rods 20-2-40 Crank and Flywheel shaft 19-2-40 4-3-40, 1-3-40 Intermediate shaft ✓
 Crank and Flywheel shaft, Material Steel Identification Mark 9908. " 6-2-40 Intermediate shafts, Material ✓ Identification Marks ✓

Is this machinery duplicate of a previous case *yes* If so, state name of vessel *See Glasgow report No. 62184.*
 General Remarks (State quality of workmanship, opinions as to class, &c.) *These auxiliary engines have been built under Special Survey, in accordance with the Rules and approved plans. The materials and workmanship are good. On completion they have been tried on the bench at full power with satisfactory results. These engines have been shipped to Messrs Harland & Wolff Ltd. Belfast for fitting on board a vessel building at their yard under No. 1027*

Job
13/4/40
These auxiliary engines have now been efficiently fitted on board the vessel and tried under full working conditions with satisfactory results.
R Shaw.
20th January 1941

The amount of Fee ... £ 22 : 6 : 0
 Travelling Expenses (if any) £ : :
 When applied for, 16 APR 1940
 When received, 14. 10. 19. 40

G. E. Murdoch
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW 16 APR 1940**
 Assigned *referred*
TUE 11 FEB 1941
See Bel
12009