

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 58248

Bel 11967

Received at London Office

17 APR 1937

Date of writing Report

19

When handed in at Local Office

3. 4. 1937 Port of

Glasgow

No. in Survey held at
Reg. Book.

Glasgow

Date, First Survey 15. 12. 36

Last Survey 30. 3. 1937

Number of Visits 19

Single
on the Twin
Triple
Quadruple
Screw vessel

Tons
Gross
Net

Built at Belfast

By whom built Harland & Wolff, Ltd.

Yard No. 993 When built 1937.

Owners Union Castle Co. Ltd.

Port belonging to

Oil Engines made at Glasgow

By whom made Harland & Wolff, Ltd.

Contract No. 9931 When made 1937

Generators made at Belfast

By whom made Harland & Wolff, Ltd.

Contract No. 993 When made 1937

No. of Sets 3 Engine Brake Horse Power 4355 Nom. Horse Power as per Rule 373 Total Capacity of Generators 900 Kilowatts.

IL ENGINES, &c.—Type of Engines Enclaved tank, airless injection. 2 or 4 stroke cycle 4 Single or double acting S.A.

Maximum pressure in cylinders 500 lb. Diameter of cylinders 330 mm. Length of stroke 580 mm. No. of cylinders 6 No. of cranks 6

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 430 mm. Is there a bearing between each crank yes

Revolutions per minute 270 Flywheel dia. 1900 mm. Weight 4.9 tons Means of ignition Compression Kind of fuel used Diesel oil.

Crank Shaft, dia. of journals as per Rule 202 mm. as fitted 280 mm. Crank pin dia. 220 mm. Crank Webs Mid. length breadth 288 mm. Thickness parallel to axis Solid Mid. length thickness 115 mm. Thickness around eyehole forged

Flywheel Shaft, diameter as per Rule 202 mm. as fitted Intermediate Shafts, diameter as per Rule as fitted Thickness of cylinder liners 24 to 20 mm

Is a governor or other arrangement fitted to prevent racing of the engine when decelerated yes Means of lubrication Faced

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

Cooling Water Pumps, No. Ship's system Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Lubricating Oil Pumps, No. and size One each engine @ 6 1/2 tons per hour.

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

Scavenging Air Pumps, No. None Diameter Stroke Driven by

IR RECEIVERS:—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 Harland & Wolff, Open Type.

Pressure of supply 222 volts. Load 1350 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 30-10-36 (If not, state date of approval)

Receivers Separate Tanks

SHAFTING GEAR

As per attached list.

The foregoing is a correct description.
For HARLAND AND WOLFF, LIMITED.

Wm. J. Wrights.

Manufacturer.

Finnlestone Secretary



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Lloyd's Register
Foundation

W212-0132

During progress of work in shops - 1936 Dec: 15 (1937) Jan: 18-20 Feb 29. 10. 15. 16. 18. 22. 23. 24. 25 Mar: 3. 4. 10
Dates of Survey while building { During erection on board vessel - 23. 30
Total No. of visits 19

Dates of Examination of principal parts - Cylinders 15-2-37 18-2-37 25-2-37 16-2-37
Covers 23-2-37 24-2-37 10-3-37 25-2-37 Piston rods ✓
Connecting rods 22-2-37; 25-2-37; 10-3-37 Crank and Flywheel shaft 18-1-37; 9-2-37; 25-2-37 Intermediate shaft ✓
Crank and Flywheel shaft, Material Steel Identification Mark 6779 P. 9. Intermediate shafts, Material Identification Marks ✓
Is this machinery duplicate of a previous case yes If so, state name of vessel Harland & Wolff's Eng. No. 992.
Glasgow Reg. No. 58011

General Remarks (State quality of workmanship, opinions as to class, &c.)

These engines have been built under Special Survey in accordance with the approved plans and the Rules of this Society.

The materials and workmanship are good.

The engines have been tested coupled to the dynamo under full load and found satisfactory, and have now been despatched to Belfast to be installed on board the vessel.

Reports of tests of dynamo attached.

These engines have been efficiently installed and fastened on seats in the Main motor room. They have been tried out under full working conditions with satisfactory results. The vessel is eligible in my opinion for classification in the Society's Register Book.

Charles H. Hunter
Belfast.

The amount of Fee ... £ 37 : 6

Travelling Expenses (if any) £ :

When applied for,
6 APR 1937

When received,
9. 8. 37

P. Fitzgibbon.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 6-APR 1937

Assigned

Deferred.

TUE. 6 JUL 1937

See Bel 76

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