

REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 947

Mil. Rpt. 6709

Received at London Office **29 NOV 1945**
 Date of writing Report **JAN. 17 1945** When handed in at Local Office 19 **Port of CHICAGO, ILLINOIS**
 No. in Reg. Book. Survey held at **BELOIT, WISC ONSIN** Date, First Survey **OCTOBER 30** Last Survey **JANUARY 4 1945**
 Single on the Twin Triple Quadruple } Screw vessel **TRANSPORT FERRIES LST (3) 3519** Tons } Gross
 Built at **Montreal, Que.** By whom built **Canadian Vickers Limited** Yard No. **207** When built **1945**
 Owners Port belonging to **ENG. NO. 862292** When made **1945**
 Oil Engines made at **BELOIT, WISCONSIN** By whom made **FAIRBANKS MORSE & COMPANY** **GEN. NO. E-67315** When made **1945**
 Generators made at **BELOIT, WISCONSIN** By whom made **FAIRBANKS MORSE & COMPANY**
 No. of Sets **1** Engine Brake Horse Power **100** Nom. Horse Power as per Rule **17.6** Total Capacity of Generators **60** Kilowatts.

OIL ENGINES, &c.—Type of Engines **AUXILIARY VERTICAL DIESEL** 2 or 4 stroke cycle **4** Single or double acting **SINGLE**
 Maximum pressure in cylinders **800** Diameter of cylinders **5 1/2"** Length of stroke **7 1/2"** No. of cylinders **6** No. of cranks **6**
M.I.P. **98.8** Span of bearings, adjacent to the Crank, measured from inner edge to inner edge **5.75"** Is there a bearing between each crank **YES**
 Revolutions per minute **1000** Flywheel dia. **21.75"** Weight **275 LBS.** Means of ignition **COMPRESSION** Kind of fuel used **FUEL OIL**
 as per Rule **3.1"** Mid. length breadth **6.5"** Thickness parallel to axis
 Crank Shaft, dia. of journals **5 5/8"** Crank pin dia. **3.6"** Crank Webs **1.375"** Thickness around eye-hole
 as fitted **5 5/8"** as per Rule **3.6"** as fitted **1.375"**
 Flywheel Shaft, diameter **Intermediate Shafts, diameter** Thickness of cylinder liners
 as fitted **YES** Means of lubrication **FORCED**
 Is a governor or other arrangement fitted to prevent racing of the engine when declutched **YES**
 Are the cylinders fitted with safety valves **YES** Are the exhaust pipes and silencers water cooled or lagged with non-conducting material
540 RPM
 Cooling Water Pumps, No. **1** Is the sea suction provided with an efficient strainer which can be cleared within the vessel
 Lubricating Oil Pumps, No. and size **1 - 19 GPM**

Air Compressors, No. No. of stages Diameters Stroke Driven by
 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. 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 **COMPOUND WOUND, PIPE VENTILATED**
 Pressure of supply **225** volts. Full Load Current **267** Amperes. Direct or Alternating Current **D.C.**
 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 **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 Receivers Separate Tanks
 (If not, state date of approval)
SPARE GEAR **SUPPLIED AS REQUIRED BY THE RULES.**

The foregoing is a correct description,

SIGNED: E. J. Fish, Ass't, Chief Inspector for Manufacturer.



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Lloyd's Register Foundation

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

10 AUG 1953

Date of writing Report 10.7.1953 When handed in at Local Office 10.7.1953. Port of London.

In Survey held at Tilbury Date First Survey 7.7.53 Last Survey 10.7.1953. (No. of Visits Two.)

on the Machinery of the Wood, Iron or Steel TSS EMPIRE CELTIC.

Gross 4291 Vessel built at Lauzon, P.Q. By whom Davie S.B. & Repairing Co. When 1945 9
 Net 2525 Engines made at Montreal By whom Canadian Pacific Ry Ltd: When 1945
 Power 990 Boilers, when made (Main) 1945 (Donkey) -
 Owners Ministry of Transport Owners' Address -
 Main Boilers 2 WTB Managers Atlantic Steam Nav. Co. Ltd. Port London Voyage
 Donkey Boilers - If Surveyed Afloat or in Dry Dock Dry Dock.
 Pressure 225 lb. (State name of Dock) Tilbury
 Main Boilers 225 lb.
 Donkey Boilers -
 Report No. Port

Particulars of Examination and Repairs (if any) Docking repairs.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and besides stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a through examination at this time?

Donkey " " " "

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Next date of internal examination of each boiler Present condition of funnel(s)

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Screw shaft now been drawn and examined? No. Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the bush

Electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Now done; Vessel placed in dry dock. Propellers, external fastenings and sea inlet connections examined. All found or placed in satisfactory condition.

Repairs Std for propeller found eroded at the tips of all three blades now removed and replaced by new three blade bronze propeller marked Lloyd's No 2667. W.F.M. 20.10.44 Made in Canada.

Fit of the new propeller examined and found satisfactory.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., ED, &c.)

CS 3.34

The machinery of this vessel as now seen is eligible in my opinion to remain as classed without fresh record of survey.

Fee (per Section 23) £ 3 3 -

Damage or Repair Fee (if any) (per Section 23.)

Other expenses (if chargeable)

Committee's Minute

Signed

Fees applied for -7 AUG 1953

Received by me,

K. Kirby, Engineer Surveyor to Lloyd's Register of Shipping.

TUESDAY 25 AUG 1953

As now



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Docking.

Repeller renewed

It is submitted that this vessel is eligible to remain as CLASSED.

sub

W

21 AUG 1953