

LONDON,

19th October, 1923.

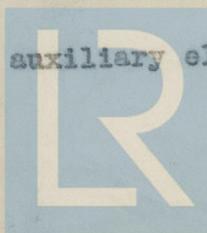
E. J. STODDART,

Messrs. The British Thomson-Houston Co., Ltd., visit their works at Rugby on the 4th October, 1922, and subsequent dates, for the purpose of examining and testing during construction the electrical plant for both the main propelling machinery and for auxiliary purposes, and intended to be fitted on board the single screw vessel "LA MAREBA", built by Messrs. Cammell Laird & Co., Ltd., of Birkenhead, (No.895) to the order of Messrs. The Unifruiteo S.S. Co., Ltd.

The main generating plant consists of four 825 B.H.P. CAMELLAIRD-FULLAGAR OIL ENGINES, each directly coupled to a 500 K.W. generator for use in the main propelling circuit and to a 200 K.W. generator for auxiliary purposes, and designed for full power at 220 Volts. The main generators are connected in series for propelling purposes with a total voltage of 880.

The propelling motors comprise two units each complete with a separate magnet frame, armature and commutator. The two armatures are electrically connected in series, and are mounted on a solid shaft supported by two pedestal bearings. The motors are rated 2500 B.H.P. at 95 revolutions per minute.

The motors, main and auxiliary electrical generators, and



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their control and switch gear, have been examined during construction, and the materials and workmanship found satisfactory.

The motor and generator shafts which were tested and examined rough machined by the Sheffield Surveyors have been examined in a finished state and stamped with their respective identification marks .

The electric motors, generators, control gear etc., were satisfactorily tested so far as was found practicable before despatching, and in my opinion are eligible as part of the equipment of the above vessel intended for classification.

E. J. Stoddart

Surveyor to Lloyd's Register of Shipping.



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