

COPY.

# Lloyd's Register of Shipping.



Port LONDON.

2nd August, 1928.

**This is to Certify that**

A. A. A. CHALMERS,

the undersigned Surveyor to this Society did at the request of Messrs. Scott's Shipbuilding Co., of Greenock, attend at the Works of Messrs. The British Thomson-Houston Co., Ltd., Rugby, on October 21st, 1927, and subsequent dates, for the purpose of surveying during construction the Electrical Propulsion Plant intended to be fitted in the Motor Vessel "BRUNSWICK" built by Messrs. Scott's Shipbuilding Co., - their No. 534 - , to the order of Messrs. The Atlantic Refining Company, of Philadelphia.

The Main Generating plant consists of: four Carel, six-cylinder, 4 C. S. A. Diesel Engines, of approximately 1000 B.H.P. each, and governed to run at 225 R.P.M.

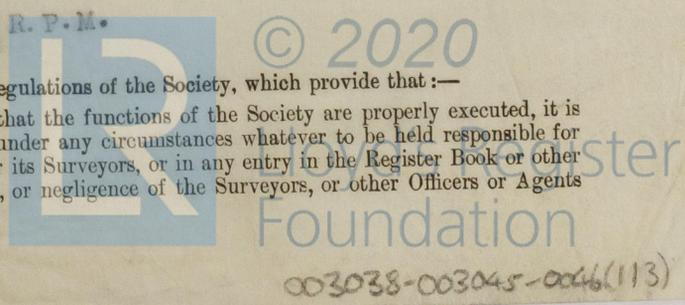
Each engine is to be coupled to a Main Generator, rated at 600 K.W. and 250 Volts, and an Auxiliary Generator, rated at 75 K.W. and 250 Volts, at a speed of 225 R.P.M.

Also an Ingersoll-Rand 2 Cylinder Engine set, rated at 35 K.W. and 250 Volts, governed to run at a speed of 450 R.P.M. for use in Port.

The Propeller Motor is a double armature D.C. machine with a combined rating of 2,800 H.P. at 1000 volts and 2230 amperes with a speed of 95 R.P.M.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."



The Generator Armature shaft forgings carrying the main and auxiliary armatures are marked and located in the ship as follows :-

<u>PORT.</u>	127 LLOYDS No. 440 )	Machine Nos: 55118 Main
	)	55122 Auxiliary
	F. L. R. 1-12-27 )	Armature Nos: 70121 Main
	)	70125 Auxiliary
<u>PORT CENTRE.</u>	126 LLOYDS No. 440 )	Machine Nos: 55120 Main
	)	55124 Auxiliary
	F. L. R. 1-12-27 )	Armature Nos: 70123 Main
	)	70127 Auxiliary.
<u>STARBOARD CENTRE.</u>	128 LLOYDS No. 439 )	Machine Nos: 55121 Main
	)	55125 Auxiliary
	F. L. R. 1-12-27 )	Armature Nos: 70124 Main
	)	70128 Auxiliary.
<u>STARBOARD.</u>	129 LLOYDS No. 439 )	Machine Nos: 55119 Main
	)	55123 Auxiliary.
	F. L. R. 1-12-27 )	Armature Nos: 70122 Main
	)	70126 Auxiliary.

The Propeller Motor shaft is a solid forging carrying the two armatures between two bearings and is marked :-

REF. 528329  
C. S. 2136  
229  
LLOYDS No. 56  
LR  
9-2-28.

The Main Control for the Propeller Motor will be situated in the Bridge House and is to be supplemented by an emergency control placed on the Engine Room Switch Board.

The Bridge Main Control is electric and easily manipulated whilst the emergency engine room control is mechanically operated direct on the Rheostat switches.

The results of tests on the Propeller Motor and Main and Auxiliary Generators, as carried out at the Works of Messrs, The British Thomson-Houston Co., Ltd., proved satisfactory and are as

shewn on attached sheets.

These machines have been constructed under the supervision of this Society's Surveyors.

The materials and workmanship, which have been tested to the Society's requirements, are, so far as can be seen, good and, in my opinion, the machines will be eligible for Classification when they have been installed in the vessel and tried under working conditions.

*Arthur Palmer*

Surveyor to Lloyd's Register of Shipping.

Fee :- £87-12-6.  
Expenses: £10- 1-3.

} P.A. G.R.  
1/9/28



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