

# REPORT ON OIL ENGINE-ELECTRIC GENERATOR SETS.

No. 1296

Received at London Office 7-MAR-1949

Date of writing Report Mar. 3, 1949 When handed in at Local Office 19 Port of Cleveland, Ohio.

No. in Survey held at Beloit, Wisconsin. Date First Survey February 18th Last Survey May 25th 19 48  
Reg. Book. MV Couche Number of Visits 6

on the Single 220' Portuguese Vessel 133 B.H.P. AUXILIARY ENGINES Tons Gross -  
Triple Screw vessel Net -  
Quadruple

Built at Quebec, Canada. By whom built St. Lawrence Metals & Marine Wks. Ltd. When built -

Owners Portuguese Interests Port belonging to -

Oil Engines made at Beloit, Wis. By whom made Fairbanks Morse & Co. Engine 911087 When made 1948  
Contract No. 914428

Generators made at - By whom made - Contract No. - When made -

No. of Engines 2 Engine Brake Horse Power 133 Each Nom. Horse Power as per Rule 26 Each Total Capacity of Generators - Kilowatts.

OIL ENGINES, &c.—Type of Engines Vertical Solid Injection Diesel 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 800 psi Diameter of cylinders 5.5" Length of stroke 7.5" No. of cylinders 8 No. of cranks 8

Mean Indicated Pressure 98.5 psi 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. 21.25" Weight 240 lbs Means of ignition Air Comp Kind of fuel used Diesel Oil

Crank Shaft, dia. of journals as per Rule - Crank pin dia. 3.622" Crank Webs Mid. length breadth 5.75" Thickness parallel to axis -  
as fitted 5.5" Mid. length thickness 1.3125" Thickness around eye hole -

Flywheel Shaft, diameter as per Rule - Intermediate Shafts, diameter as per Rule - Thickness of cylinder liners 0.3125"  
as fitted 5.5" as fitted -

Is a governor or other arrangement fitted to prevent racing of the engine Yes Means of lubrication Forced Feed

Are the cylinders fitted with safety valves No Are the exhaust pipes and silencers water cooled or lagged with non-conducting material -

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) Gear Type 25 GPM (Lube Oil & Cooling Water Pumps driven by engine)

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

Scavenging Air Pumps, No. None 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 -

Pressure of supply - volts. Full Load Current - Amperes. Direct or Alternating Current -

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 - Generators, are they compounded as per rule - is an adjustable

regulating resistance fitted in series with each shunt field - Are all terminals accessible, clearly marked, and furnished with

sockets - Are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched -

Are the lubricating arrangements of the generators as per Rule - If the generators are under 100 kw. full load rating, have the Makers supplied

certificates of test - and do the results comply with the requirements - If the generators are 100 kw. or over have they been

built and tested under survey -

PLANS. Are approved plans forwarded herewith for Shafting N.Y. 30.10.47 Receivers - Separate Tanks -

(If not, state date of approval)

SPARE GEAR In accordance with Rule requirements. See Fairbanks Morse list of spare gear

No. D-3655 A 1 attached to this report.

The foregoing is a correct description,

Manufacturer.



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003298-003306-0081



Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

Feb. 18; March 24; April 14-30; May 12-25, 1948.

Dates of Examination of principal parts—Cylinders 24.3.48 Covers 24.3.48 Pistons 24.3.48 Piston rods -

Connecting rods 14.4.48 Crank and Flywheel shafts 14.4.48/30.4.48 Intermediate shafts -

Crank and Flywheel shafts, Material Cast Alloy Iron Identification Marks Eng. No. 911087 LR 6595 14.4.48 LA

Intermediate shafts, Material - Identification Marks -

Identification marks on Air Receivers -

Is this machinery duplicate of a previous case - If so, state name of vessel -

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

These auxiliary heavy oil engines have been constructed under the Society's Special Survey in accordance with the Rules and approved plans. On completion the engines were brake tested at full and overload power and found satisfactory. The governing devices were tried out and found efficient. The running parts were afterwards examined and found in good condition. The materials and workmanship are of good quality throughout. Attached to this report are certified copies of the cast alloy iron crank shaft physical test records and engine operating test records.

It is recommended that these two auxiliary engines be incorporated in the vessel's machinery record of LMC (with date) previously recommended in the case of the main propulsion engine, subject to the machinery being satisfactorily installed on board and tested under working conditions.

NOTE: Engines only furnished by Fairbanks Morse & Co., Beloit.

PROB. INEFFECTIVE  
CAPTAIN COLAPES  
CORROUPT

The amount of Fee £ \$225.00 :  
1/3 Credit to Montreal \$75.00 :  
Clv Travelling Expenses (if any) £ \$ 40.00 :  
Note: Total fee collected at Cleveland.

When applied for,  
Oct. 26 19 48  
Nov. 1 48  
When received,  
Nov. 26 19 48  
Jan. 28 49

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 12 AUG 1949

Assigned

Su F.E. mch. rpt



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