

LLOYD'S REGISTER OF SHIPPING

D.55227

Port LONDON

9th September, 1957

44540 ^B

BELONGS TO
ROTTERDAM REPORT

This is to Certify that

F.H. TICKLELL & N.A. DAWSON

the undersigned Surveyor to this Society did at the request of

Messrs. Palm Line Ltd., London, attend at the Works of Messrs. L. Storhaug & Partners Ltd., Newhaven, Sussex, on the 4th July, 1957, and subsequent dates for the purpose of examining and witnessing tests on one eight cylinder 4.S.C.S.A. type 8.K English Electric Co. Ltd., vertical airless injection diesel engine, diameter of cylinders 10" x 12" stroke, B.H.P. 400, 600 R.P.M., Engine No: 1.H.711 coupled to one modified English Electric Co. Ltd., D.C. Generator rated 200 K.W. - 220 volts - 910 amperes - 600 R.P.M., Serial No: 1.H.4869/15 and intended for fitting on board M.V. "TAKORADI PALM".

Engine:-

The engine was dismantled, examined and renewal of parts where necessary carried out. It was noted that the crankshaft was stamped LLOYD'S M.A.B. 13.10.37. 8221.

Generator:-

The Shunt Generator has been modified by the addition of two turns per pole of series winding to give compound generator characteristics and the rating reduced from 250 K.W. to 200 K.W.

A Canopy has been provided to meet drip-proof requirements and a terminal box fitted.

The generator has been generally overhauled.

Tests:-

The combined set was run on full load (200 K.W.) for four hours with satisfactory results. The highest temperature rise recorded on the generator was 64°F. on the commutator.

Compounding Levels

220 volts R.P.M. Full Load.
222 volts R.P.M. No Load.

Continued.....

certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances 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 any of its Surveyors or any Member thereof, or the Surveyors or other Officers or Agents of the Society.

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Momentary rise in speed full load off:- 60 R.P.M.

Momentary fall in speed full load on:- 50 R.P.M.

Commutation at 25% overload found satisfactory.

Insulation resistance .6 Megohms.

NOTE: No facilities available for a high voltage test of the generator windings.

As far as now seen the engine and generator were found to be sound, free from defects and the workmanship satisfactory and such as might be accepted for use on a vessel classed or intended for Classification with this Society.

As the proximity of the service speed of the 1 node $5\frac{1}{2}$ order critical speed, calculated to occur at 571 R.P.M., it is recommended that torsigraph records be taken from one completed installation, preferably on the test bed, with a view to confirming the calculations.

Crankcase explosion relief valves require to be fitted to the engine in accordance with the Rules.

W. A. Dawson J. H. Nicholl

Surveyors to Lloyd's Register
of Shipping.

Fee: £46. 0. 0.

Exps: 4.11. 0.

P.M.



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