Occasion : **CLASS OF SHIP:- CORVETTE**

DIESEL ALTERNATOR PARAMETER SHEET
LOCAL CONTROL PANEL - DATE :

SL	DESCRIPTION	UNIT	RANGE	IDLE	25%	50%	60%	75%	100%	100%
1	TIME	HRS	-							
2	RPM	RPM	1500							
3	L.O. PRESSURE	Kg/cm²	-							
4	S.W. PRESSURE	Kg/cm²	-							
5	L.O. TEMP.	°C	80-116							
6	F.W. TEMP	°C	75-96							
7	EXHT. TEMP	°C	513							
8	LOAD	KW	-							
9	VOLT	V	-							
10	CURRENT	AMPS	-							
11	RPM (BY STROBE)	RPM	-							

PARAMETERS BY NON CONTACT TEMPERATURE GUN

1.	F.W. COOLER INLET TEMP	°C	-							
2.	F.W. COOLER OUTLET TEMP	°C	-							
3.	SW INLET TEMP TO F.W. COOLER	°C	-							
4.	SW OUTLET TEMP FROM FW COOLER	°C	-							
5.	LO COOLER INLET TEMP	°C	-							
6.	LO COOLER OUTLET TEMP	°C	-							
7.	F.W. INLET TO LO COOLER TEMP	°C	-							
8.	F.W. OUTLET TO LO COOLER TEMP	°C	-							

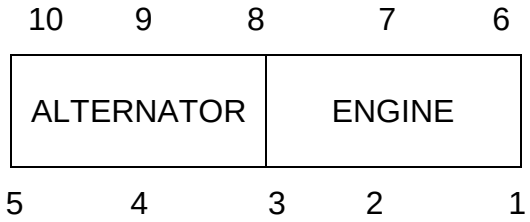
SPM READINGS OF NO. DIESEL ALTERNATOR - INS

S. NO.	DESCRIPTION	0 % LOAD dbm/dbc	100 % LOAD dbm/dbc
(A)	ALTERNATOR DRIVEN END		
(B)	ALTERNATOR FREE END		

VIBRATION TRIALS OF NO. DIESEL ALTERNATOR OF KULISH - INS

S. NO.	REPORT	60%			100%		
		V	A	H	V	A	H
(A)	ENGINE FREE END						
(B)	ENGINE DRIVE END						
(C)	ALTERNATOR DRIVE END						
(D)	ALTERNATOR FREE END						

ATTENUATION CHECKS ACROSS SV MOUNTS OF NO. DIESEL ALTERNATOR – INS



POSITION	VIB READINGS OF MOUNTS@60%.									
	1	2	3	4	5	6	7	8	9	10
TOP										
BOTTOM										
ATTENUATION %AGE										

POSITION	VIB READINGS OF MOUNTS@100%.									
	1	2	3	4	5	6	7	8	9	10
TOP										
BOTTOM										
ATTENUATION %AGE										

SAFETY DEVICE CHECKS FOR DIESEL ALTERNATOR (INS)

Diesel Alternators

Ser	Description	Unit	Designed value	Diesel Alternator			Remarks
(i)	Low LO Pr. Alarm	Kg/cm²	1.2				
(ii)	Low LO Pr. Trip	Kg/cm²	0.7 – 1.0				
(iii)	High FW Temp Alarm	°C	90 ± 2				
(iv)	High FW Temp Trip	°C	95 ± 2				
(v)	Over Speed	RPM	1650				

GOVERNOR TRIALS PERFORMA FOR DA

REGIME	INITIAL RPM	MOMENTARY RPM	FINAL RPM	RECOVERY TIME(sec)	REMARKS
50					
0-25					
25-50					
50-75					
75-100					
100-75					
75-50					
50-25					
25-0					
0-70					
70-100					
100-0					
0-100					

NOTE :- ***0-70%** **= Only for turbocharged engines**
#0-100% = Only for natural aspirated engines.

Steady State Droop (As per NES 313):

Initial RPM at no load (N1) :

Final RPM at 100% load (N2) :

Nominal RPM (N) : $\frac{(N1+N2)}{2}$ =

Difference of N1 & N2 (ΔN) : N1 – N2 =

Steady State Droop : $\frac{\Delta N}{N} \times 100$ =