SPINNER-II® PROFIT BUILDER

A Newsletter on Money-Saving Ideas From
Spinner II Products / T.F. Hudgins, Incorporated
P.O. Box 920946 • Houston, Texas 77292-0946 • 713/682-3651 OIL & GAS DRILL SHIP PB No. 111

Drill Ship Gen Sets Clean Up with Spinner II

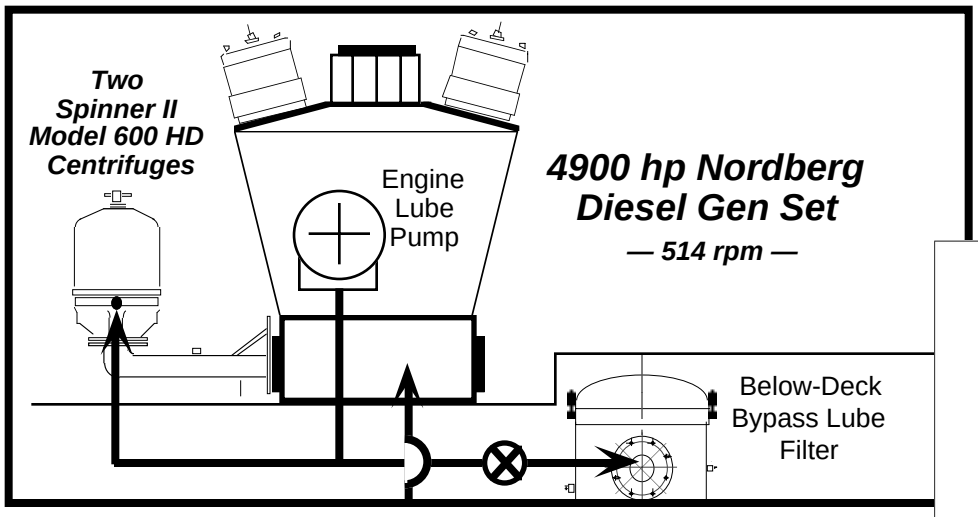
A Houston-based drilling firm is leasing a drill ship from the U.S. Navy with a secret history: the vessel was constructed for the purpose of retrieving a Russian sub that had sunk in 15000 feet of cold Pacific ocean near Hawaii. Now undergoing a $200 million re-work for commericial deep-drilling, she has retained the typical power strategy for a vessel of this type, where all of the prop's are motor driven. Five FS13-16 HSC diesel-fueled Nordbergs are prime power, driving GE 4160v AC generators at 514 rpm.

Mid-speed diesels like the Nordberg while durable, tend to generate a lot of lube oil contaminants. The ship was factory-fit with bypass filtration only, using large cannisters that hold dozens of elements; unfortunately, as oil analysis during shakedown runs showed, this bypass filtration approach was not capable of keeping ahead of all the debris dumped into the engine lube circuit; solids levels rose and threatened early oil change-out.

The chief engineer's experience on other offshore drill rig power installations proved the dirt-trapping performance offered by the Spinner II Oil Cleaning Centrifuge. After exploring some of the basic lube variables on the main engines, he chose to install a pair of Model 600 HD's on each Nordberg using gravity-drain mounts on the crankcase access doors. Oil supply was easily accessed off the Roper lube pumps through flex hose connections.

The Chief reports that with these self-powered centrifuges, the oil reports are coming back better than ever, with solids under control and make-up oil rates sufficient to keep the oil in good chemical condition. Servicing the units every 500 hours, the crew finds that the centrifuge turbine bowls are full of contaminants that would otherwise remain in the oil to wear the rings and bearings and eventually left to sludge up the sump.

The engineer is now planning his next step, which is to apply the same Spinner II dirt control to the ship's four EMD hotel power common bus gen sets.



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