Commanding Officer
USCG LORSTA Ocean Cape
Yakutat, Ak. 99689

5040
7 November 1972

From: Commanding Officer, USCG LORSTA Ocean Cape
To: Commander, Seventeenth Coast Guard District (di)

Subj: CCGD17 Staff Inspection report, dtd 4 October 1972;
Action Officer's comments concerning item no. 97

Ref: (a) Woodward Operating, Maintenance, and Parts Manual, Bulletin 37002B
(b) NAVSHIPS 341-5017, Woodward Diesel Engine Speed, Governors, Operation, and Maintenance Manual; Section VI (Operating Problems), Part VII, page 210
(c) CCGD17 Staff Inspection Report, dtd 26 July 1971; page 4 (comments by engineering branch)

1. This unit has a PSG Woodward hydraulic governor. According to reference (a), part one, pages 2 and 3, "AC generating units tied in with other units should have (speed) droop set sufficiently high to prevent interchange of load between units. If one unit in the plant or system, has enough capacity, its governor may be set on zero droop and it will regulate the frequency of the entire system. This unit will take all load changes within the limits of its capacity and will control frequency of its capacity is not exceeded."

2. Reference (b) indicates that when zero speed droop is set on both units (two AC generators paralleled on the same line), the system is "unstable." Reference (b) states that the "Load will shift between units. Do Not operate in this manner." (The last sentence refers to zero speed droop being set on both units.)

3. The unit engineer advised the inspection staff of this fact and pointed out that the speed droop would have to be readjusted. The design of the governor is such that setting the speed droop would be fairly simple; but re-setting to zero would be extremely difficult, risking dumping the station load and damaging expensive LORAN equipment.

4. The issue of the fire pump has come up before both in last year's inspection report and when I assumed command. Reference (c) states "...a check with Biorka LORSTA has shown that fire pump testing has been successfully conducted there when the power to the barracks is turned off. Though inconvenient, such an arrangement is justified due to the large expense in procuring a more satisfactory type of pump motor.... Turn off all power to the barracks before testing."

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5. I do not condone, by any means, this type of fire pump set up. My intent with this letter is to clarify my refusal to parallel generators.

6. I do not believe that the station engineer is afraid of the engine generator set up. It appears that his judgement was sound.

B. D. BENSON

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