

## Report on Oil Engine Electric Generator Sets.

No. 14891.

Received at London Office 26 AUG 1946

Date of writing Report 14th August 1946. When handed in at Local Office 22nd August 1946. Port of Gothenburg.

No. in Survey held at Marstrand & Gothenburg Date, First Survey 15 July Last Survey 23rd July 1946.

Reg. Book. Number of Visits 3

33791 on the <sup>Single</sup> ~~4000~~ Screw vessel m.s. "S.E.R.I.G.I." (launched as "Stadt Schleswig") Tons {Gross 514  
Net 297  
Launched 1944

Built at Marstrand By whom built Marstrands Mek. Verkstads AB. Yard No. 17. When built Comm. 1946-7mo

Owners Dector Humberto Armandes Port belonging to Rio de Janeiro

Oil Engines made at Stockholm By whom made Messrs. Atlas Diesel Motor No. 85926-27 When made 1942

Generators made at Västerås By whom made A.S.E.A. No. 1553233-4 When made 1942

No. of Sets 2 Engine Brake Horse Power 2x40 Nom. Horse Power as per Rule 2x29 Total Capacity of Generators 106 Kilowatts.

OIL ENGINES &c.— Type of Engines Heavy oil engines, solid injection 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders 65 kg/cm<sup>2</sup> Diameter of cylinders 180 mm. Length of stroke 300 mm. No. of cylinders 2 No. of cranks 2+1 so. pump crank

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 222 mm. Is there a bearing between each crank Yes

Revolutions per minute 500 Flywheel dia. 1150 mm. Weight 435 kgs. Means of ignition Compression Kind of fuel used Diesel oil

Crank Shaft, dia. of journals approved 125 mm. Mid. length breadth 214 mm. Thickness parallel to axis —

as fitted 125 mm. Crank pin dia. 120 mm. Crank Webs Mid. length thickness 56 mm. shrunk Thickness around eyehole —

Flywheel Shaft, diameter as per Rule — Intermediate Shaft, diameter as per Rule — Thickness of cylinder liners 11 mm.

as fitted — Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication Forced

Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material lagged

Cooling Water Pumps, No. and size one 107 lit/min. Also connected to main cooling system Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Lubricating Oil Pumps, No. and size one 53 litres/min. on each engine.

Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by —

Scavenging Air Pumps, No. One on each engine Diameter 260 mm. Stroke 220 mm. Driven by auxiliary eng.

AIR RECEIVERS:— Have they been made under Survey Yes (Germanischer Lloyd) State No. of Certificate GL 459 SM & 460 SM

Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes

Can the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Caustic soda

Is there a drain arrangement fitted at the lowest part of each receiver Yes

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. Two Total cubic capacity 2 x 100 litres Internal diameter 340 mm. thickness 16 mm.

Seamless, lap welded or riveted longitudinal joint EL welded Material S.M. Steel Range of tensile strength 41-47 kg/cm<sup>2</sup> Working pressure by Rules 68.6

ELECTRIC GENERATORS:— Type Drip proof compound

Pressure of supply 220 volts Full Load Current 2 x 230 Amperes Direct or Alternating Current Direct

If alternating current system, state the periodicity — Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on and off Yes

Generators, are they compounded as per rule Yes is an adjustable regulating resistance fitted in series with each shunt field Yes

Are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched Yes Are the lubricating arrangements of the generators as per Rule Yes

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 London 10.7.1946. Receivers 28.6.1939 Separate Tanks —

(If not, state date of approval)

SPARE GEAR As per Rules supplied

The foregoing is a correct description,

Manufacturer.



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Dates of Survey while building { During progress of work in shops - - } 15th July 1946 - 23rd July 1946. { During erection on board vessel - - } Total No. of visits 3

Dates of Examination of principal parts—Cylinders 20.7.1946 Covers 20.7.1946 Pistons 20.7.1946 Piston rods

Connecting rods 20.7.1946 Crank shafts 20.7.1946 Intermediate shafts

Crank shafts, Material S.M. Steel Identification Marks T.B. 272 - 9049 T.B. 273 - 9050

Intermediate shafts, Material Identification Marks

Identification marks on Air Receivers No. 172870 Pr. tryok 100 kg Arb. 50 kg 21.11.1941 No. 172884 Pr. tryok 100 kg Arb. 50 kg 27.2.1942

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 engines have been opened up, examined and found in order. The scantlings of the shafting has been checked and found to be in accordance with the approved plan. The crank shafts as per Lloyd's forging report attached.

The amount of Fee £ : : When applied for, 19. Travelling Expenses (if any) £ : : When received, 19.

FRI, 11 OCT 1946

Committee's Minute

Assigned Su F.E. mch. rpt.

Anders Sjögren Surveyor to Lloyd's Register of Shipping.



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