GOTHENBURG FIRST ENTRY
REPORT No. 26224

4c

writing report 9th Oct.1959 Received London - Port of Augsburg No. 1313

held at Munich No. of visits two First date 8th September Last date 11th October, 1959

FIRST ENTRY REPORT ON AUXILIARY INTERNAL COMBUSTION ENGINES

of Ship - Svea-Diesel, Stockholm
(Or Consignees)
ontract No. if name unknown).
uilt at - by Uddevalla when - Yard No. 202
ary Engines made at Munich by Süddeutsche Bremsen A.G. when 1959 Eng. Nos 96 870
No. of sets and description (including type name) TRHS 518 A supercharged

RNAL COMBUSTION RECIPROCATING ENGINES. No. of cylinders per engine 8 Dia. of cylinders 140 mm Stroke 180 mm
stroke cycle 4 Maximum approved PS 276 at 1200 RPM Corresponding MIP 10,3kg/cm² Maximum pressure 60 kg/cm²
Diesel Oil Are cylinders arranged in Vee or other special formation? no If so, No. of
hafts per engine - Is engine of opposed piston type? no No. and type of mechanically driven scavenge pumps or blowers
gine - No. of exhaust gas driven blowers or superchargers per engine one Is welded construction
r: Bedplate? yes Entablature? - Total internal volume of crankcase (if 20 cu. ft. or over) - No. and total area of
ase explosion relief devices - Are flame guards or traps fitted? - Cooling medium for: Cylinders water
s - No. of attached pumps: F.W. cooling 1 S.W. cooling - Lubricating oil 1 How is engine started? Electrically

TING. Is a damper or detuner fitted? yes No. of main bearings 9 Are bearings of ball or roller type? no Distance between
dges of bearings in way of cranks 136 mm Crankshaft: ~~Built, semi-built~~, solid. Material of crankshaft 37 Cr4 SM Steel Approved
um tensile strength 85 kg/mm² Dia. of pins 100 mm Journals 115 mm Breadth of webs at mid throw 152 mm Axial
ess 32 mm If shrunk, radial thickness around eyeholes - Dia. of flywheel 640 mm Weight 212 kgs. Are balance
s fitted? yes Total weight 31,2 kgs. Rad. of gyration 106,5 mm Dia. of flywheel shaft -
ch engine been tested in shop? yes How long at full power? 5 hrs. Was it tested with driven machinery attached? no Was the
ing tested and found satisfactory? yes Date of approval of torsional vibration characteristics (for engines of 150 BHP and over) 22.10.1959
f approval of shafting 8.9.1958 Identification marks on shafting LLOYD'S AUG AG21 G.Fi. 8.7.59 C4726/454
lars of driven machinery -

CASE 456F

nd No. of Certificate for Starting Air Receivers -

11/1/60

EINLAGE Nr. 992

LIARY GAS TURBINES. BHP per set At RPM of output shaft. Open or closed cycle?
ement of turbines. HP drives at RPM HP gas inlet temp. pressure
diagram should be showing gas cycle) IP " at " IP " " " "
LP " at " LP " " " "
air compressors per set Centrifugal or axial flow type? Material of turbine blades
al of compressor blades No. of air coolers per set No. of heat exchangers per set How are
s started? Are the turbines operated in conjunction with free piston gas generators?
No. of free piston gas generators Dia. of working pistons Dia. of compressor pistons No. of double strokes
ute at full power Gas delivery pressure Gas delivery temperature
he turbines and attached equipment been tested in shop? How long at full power? Were they tested with driven machinery
d? Particulars of gearing
f approval of plans Identification marks Particulars of driven machinery

RIC GENERATORS. Port and No. of Certificate for generators of 100 Kw. and over -
erators under 100 Kw., has Makers' Certificate been obtained? - Are Certificates attached? -

egoing description is correct and the particulars are as approved for torsional vibration characteristics (~~strike out words not applicable~~)

SÜDDEUTSCHE BREMSEN AG. München
Manufacturer

machinery duplicate of a previous case? no If so, which? -

AL REMARKS. State if the machinery has been constructed under special survey in accordance with the Rules, approved plans and Secretary's letters.
ality of materials and workmanship. Where existing machinery is submitted for classification the circumstances should be explained as fully as possible.
eavy oil auxiliary engine has been constructed under special survey in accordance with the require-
of the Rules and otherwise with the approved plans. The material used was tested and the workmanship
nd satisfactory. The engine was tested running on makers'test bed under full-, over-, and partial
ith satisfactory results. In my opinion the engine can be recommended for the notation L.M.C.
te) when the whole machinery has been satisfactorily fitted on board and tried under full working
ons.

40.-
e DM 350.-
100.-
30.- Total DM 520.-

n a/c rendered 30.10.1959

Engineer Surveyor to Lloyd's Register

on to be signed by Surveyor at fitting-out Port:— The above described machinery has been fitted on board the s/t "George L. Parkhurst"
Uddevalla in a proper manner and found satisfactory when tested on the (date) 28/9-60 under full working conditions.

Engineer Surveyor to Lloyd's Register

011671-011677-0098

Lloyd's Register Foundation