

# REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 12801

18-7-1940

Date of writing Report 25<sup>th</sup> Jan 40 When handed in at Local Office 31<sup>st</sup> Jan 40 Port of GOTHENBURG  
No. in Survey held at GOTHENBURG Date, First Survey 18<sup>th</sup> Aug 1939 Last Survey 15<sup>th</sup> Jan 19 40  
Reg. Book. 39774 on the Single Screw vessel M/S KOLLSKEGG. Number of Visits 26

Built at GOTHENBURG. By whom built ERIKSBERGS M.V.A.B. Yard No. 291 When built 1940  
Owners ODD BERGS TANKREDERI Port belonging to OSLO

Oil Engines made at GOTHENBURG By whom made ERIKSBERGS M.V.A.B. ENGINE Contract No. 233 When made 1940  
Generators made at ODENSE By whom made THOMAS B THRIGE GENERATOR Contract No. 233043 When made 1939  
No. of Sets 1 Engine Brake Horse Power 200 Nom. Horse Power as per Rule 52.5 Total Capacity of Generators 133 Kilowatts.

TYPE OF ENGINES, &c.—Type of Engines Heavy Oil Engine, Solid injection 2 or 4 stroke cycle 2 Single or double acting Single  
Maximum pressure in cylinders 47 kg/cm<sup>2</sup> Diameter of cylinders 220 mm Length of stroke 370 mm No. of cylinders 4 No. of cranks 4  
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 280 mm Is there a bearing between each crank Yes  
Revolutions per minute 350 Flywheel dia. 1200 mm Weight 1550 mm Means of ignition Compression Kind of fuel used Diesel fuel oil  
Crank Shaft, dia. of journals 150 mm Crank pin dia. 150 mm Crank Webs Mid. length breadth ✓ Thickness parallel to axis 85 mm  
Flywheel Shaft, diameter 150 mm Intermediate Shafts, diameter 150 mm as per Rule ✓ Thickness around eye-hole 67.5 mm  
Flywheel as fitted Thickness of cylinder liners 18 mm

Is a governor or other arrangement fitted to prevent racing of the engine when disengaged 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. 300 l/min. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes  
Lubricating Oil Pumps, No. and size One, 5000 lit./hour direct driven.  
Air Compressors, No. One No. of stages Two Diameters 250 and 280 mm. Stroke 190 mm. Driven by the aux. engine.  
Scavenging Air Pumps, No. One Diameter ✓ Stroke ✓ Driven by the aux. engine.

AIR RECEIVERS:—Have they been made under Survey Yes State No. of Report or Certificate ✓  
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. ✓  
Is there a drain arrangement fitted at the lowest part of each receiver Yes  
High Pressure Air Receivers, No. None 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. One for both aux. engs. Total cubic capacity 180 litres Internal diameter 370 mm thickness 14 mm  
Seamless, lap welded or riveted longitudinal joint lap welded Material Steel Range of tensile strength 41 kg/mm<sup>2</sup> Working pressure by Rules 43 kg/cm<sup>2</sup>

ELECTRIC GENERATORS:—Type Drip proof, compound  
Pressure of supply 220 volts. Full Load Current 605 Amperes. Direct or Alternating Current Direct  
If alternating current system, state the periodicity is it Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on and off Yes  
Generators, is it compounded as per rule Yes is an adjustable regulating resistance fitted in series with each shunt field Yes  
Are all terminals accessible, clearly marked, and furnished with sockets 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 Yes

PLANS. Are approved plans forwarded herewith for Shafting No, 20.4.38. Receivers. No, 29.10.38. Separate Tanks No, 16.11.38.  
SPARE GEAR as required by Rules has been supplied.

The foregoing is a correct description.

Eriksbergs Mek. Verkstads Aktiebolag  
*Boanderster*

Manufacturer.



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W1189 2058

Dates of Survey while building  
 During progress of work in shops - 1939. Aug. 18. 21. 26. Sept. 25. 26. Oct. 4. 10. 13. 21. 24. Nov. 11. 13. Dec. 2.  
 During erection on board vessel - 1913. Oct. 24. Nov. 13. Dec. 8. 19. 28. 1940. Jan. 4. 8. 9. 10. 11. 12. 14. 15.  
 Total No. of visits 26.

Dates of Examination of principal parts—Cylinders 18.8.39. Covers 18.8.39. Pistons 25.9.39. Piston rods ✓

Connecting rods 25.9.39. Crank and Flywheel shafts 25.9.39. Intermediate shafts ✓

Crank and Flywheel shafts, Material *S.M. steel* Identification Marks LLOYD'S MB 14245 MB 28.2.39.

Intermediate shafts, Material ✓ Identification Marks ✓

Identification marks on Air Receivers  
 Main: Nos 545 and 546  
 LLOYD'S TEST 40Kg  
 WP 25Kg  
 R 13.10.39. SF  
 Sec. R D1716  
 T.B. 15.11.38.  
 Anesta 172250 2.2.39

Is this machinery duplicate of a previous case *No* If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)  
*This auxiliary engine has been built under special survey and fitted on board under my inspection and has been tested and found satisfactory.  
 The workmanship is good and all the requirements of the Rules have been complied with.  
 The forging report of the crank shaft attached herewith.*

Im. 1137.—Transfer. (MADE IN ENGLAND.)  
 (The Surveyors are requested not to write on or below the space for Committee Minute.)

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

*L. Repelin*  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 27 FEB 1940  
 Assigned *See fol. 26 12801*

