

# REPORT ON OIL ENGINE ELECTRIC GENERATOR SETS.

No. 19535.

Received at London Office

Writing Report 13th Jan. 1953. When handed in at Local Office 20th Jan. 1953. Port of Gothenburg

Survey held at Uddevalla Date, First Survey 30th October, 1952 Last Survey 3rd January, 1953. Number of Visits 8.

on the ~~XXXX~~ Screw vessel "ASLAUG TORM" Tons Gross 10270 Net 5946

at Uddevalla By whom built Uddevallavarvet Aktiebolag Yard No. 126 When built 1952.

D/S Torm A/S Port belonging to Copenhagen

Engines made at Augsburg By whom made Maschinenfabrik Augsburg-Nürnberg Engine No. 430794-95-96 When made 1952.

Generators made at Bremen By whom made Lloyd Dynamo Werke A.G. Generator No. 618945-6-7 When made 1952.

Sets 3 B.H.P. of each Set 3 x 200 M.N. as per Rule New Scale = 120 Capacity of each Generator 3 x 130 Kilowatts.

Intended for essential services Yes

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

Mean pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks

Indicated pressure Span of bearings (i.e., distance between inner edges of bearings in way of a crank)

Distance between bearings Moment of inertia of flywheel (16 m<sup>2</sup> or Kg.-cm.<sup>2</sup>) Revolutions per minute

Weight Means of ignition Kind of fuel used

Shaft, Solid forged as per Rule dia. of journals Crank pin dia. Crank Webs Mid. length breadth Thickness parallel to axis

Semi-built as fitted dia. of journals Crank pin dia. Crank Webs Mid. length thickness Thickness round eye-hole

All-built as fitted dia. of journals Crank pin dia. Crank Webs Mid. length thickness Thickness round eye-hole

Means provided to prevent racing of the engine Means of lubrication Kind of damper if fitted

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

Water Pumps, No. and how driven 2: each 24 tons/hour. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Lubricating Oil Pumps, No. and size One for each engine: 3.34 M<sup>3</sup>/hour.

Compressors, No. --- No. of stages --- Diameters --- Stroke --- Driven by ---

Enging Air Pumps or Blowers, No. --- How driven ---

RECEIVERS:—Have they been made under Survey State No. of Report or Certificate

Other than main engines Full details of safety devices

Are the internal surfaces of the receivers be examined and cleaned

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

Pressure Air Receivers, No. --- Cubic capacity of each --- Internal diameter --- thickness ---

Are they lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure

Enging Air Receivers, No. --- Total cubic capacity --- Internal diameter --- thickness ---

Are they lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure

ELECTRIC GENERATORS:—Type Drip proof compound, direct coupled

Voltage of supply 230 volts. Full Load Current 565 Amperes. Direct or Alternating Current Direct current

Is an alternating current system, state the periodicity --- Has the Automatic Governor been tested and found as per Rule when full load is suddenly thrown

off Yes Generators, are they 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

Is it established that they cannot be accidentally earthed, short circuited, or touched Yes Are the lubricating arrangements of the generators as per Rule Yes

Do generators are under 100 kw. full load rating, have the makers supplied certificates of test --- and do the results comply with the requirements Yes

Do generators are 100 kw. or over have they been built and tested under survey Yes

Are the shafts of driven machinery other than generator Only generators.

Are approved plans forwarded herewith for Shafting Receivers Separate Tanks

(If not, state date of approval) Not yet approved Armature shaft Drawing No. ---

Torsional Vibration characteristics if applicable been approved (State date of approval and name of previous duplicate case, if any)

Are the spare gear required by the Rules been supplied Yes

The foregoing is a correct description,

by *John Bergman*

Manufacturer.



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Dates of Survey while building { During progress of work in shops - - } ---  
 { During erection on board vessel - - } 30th October, 1952 - 3rd January, 1953.  
 Total No. of visits 8.

Dates of Examination of principal parts—Cylinders --- Covers --- Pistons --- Piston rods ---  
 Connecting rods --- Crank and Flywheel shafts --- Intermediate shafts ---

Crank shaft { Material --- Tensile strength ---  
 { Elongation --- Identification Marks ---

Flywheel shaft, Material --- Identification Marks ---

Identification marks on Air Receivers ---

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.)

These auxiliary engines have been fitted onboard under my inspection and to my satisfaction and have tested under full working power and found to work satisfactorily.

Please see also Augsburg F.E. Report No. 167.

Concerning torsional vibration characteristics, please see Gothenburg letter dated 13th December, 1952.

Ref. Eng.

3m, 6.51.—T. (MADE AND PRINTED IN ENGLAND)  
 (The Surveyors are requested not to write on or below the space for Committee Minutes.)

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

TUES. 24 FEB 1953

Anders Sjögren  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned See F.E. mch. rpt.



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