

This engine removed after breakdown and "CUB." N° 10484 of 11.5 BHP
Substituted 8N 6781 19/2/48.

Rpt. 40

Report on Oil Engine Electric Generator Sets.

No. 5625

Date of writing Report 14.8.43 19... When handed in at Local Office ... Port of Stockholm
No. in Survey held at Eskiloduna Date, First Survey ... and Last Survey 20.2 1943
Reg. Book. Number of Visits One

Single
on the Twin Screw vessel "Skansen" Tons Gross 200
Triple
Quadruple

Built at Stockholm By whom built E. Skensberg's Vars Yard No. 129 When built 1943

Owners Entämnings Hemisk-Tekniska By Port belonging to Stockholm

Oil Engines made at Eskiloduna By whom made E. Bolinder-Hunkell Engine Contract No. 35138 When made 1943

Generators made at Helsingborg By whom made E. Elektromekana Contract No. ... When made 1943

No. of Sets One Engine Brake Horse Power 13 Nom. Horse Power as per Rule 6 Total Capacity of Generators 8 Kilowatts

OIL ENGINES &c.— Type of Engines Bolinder-Diesel Type DW5-5 12 2 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders 60 kg/cm² Diameter of cylinders 150 mm Length of stroke 150 mm No. of cylinders One No. of cranks One

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 190 mm Is there a bearing between each crank

Revolutions per minute 900 Flywheel dia. 200 mm Weight 180 kgs Means of ignition Compression Kind of fuel used Shell oil

Crank Shaft, dia. of journals as per Rule 80 mm as fitted 80 mm Crank pin dia. 100 mm Crank Webs Mid. length breadth 180 mm Mid. length thickness 36 mm Thickness parallel to axis shrunk Thickness around eyehole

Flywheel Shaft, diameter as per Rule Intermediate Shaft, diameter as per Rule Thickness of cylinder liners

The flywheel is fitted on the crank shaft Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication Pumps

Are the cylinders fitted with safety valves No Are the exhaust pipes and silencers water cooled or lagged with non-conducting material Yes

Cooling Water Pumps, No. One Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Lubricating Oil Pumps, No. and size Five; diam. 2 mm

Air Compressors, No. None fitted No. of stages Diameters Stroke Driven by

Scavenging Air Pumps, No. None fitted Diameter Stroke Driven by

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

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

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

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

High Pressure Air Receivers, No. None fitted 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. None fitted Total cubic capacity Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

ELECTRIC GENERATORS:— Type Elektromekana DV-2

Pressure of supply 115 volts Full Load Current 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

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

shunt field Are all terminals accessible, clearly marked, and furnished with sockets

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

If the generators are under 100 kw. full load rating, have the Makers supplied certificates of test Yes 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 8/2-1939 Receivers Separate Tanks

SPARE GEAR As per enclosed list. The spare gear has been examined before it was despatched

The foregoing is a correct description,

Aktiebolaget Bolinder-Hunkell

E. Skensberg's Vars

Manufacturer.



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003971-003979-0337

Dates of Survey while building { During progress of work in shops - - } 20th July, 1943.
{ During erection on board vessel - - }
Total No. of visits One.

Dates of Examination of principal parts—Cylinders 20.2.43 Covers 20.2.43 Pistons 20.2.43 Piston rods.

Connecting rods 20.2.43 Crank and Flywheel shafts 20.2.43 Intermediate shafts.

Crank and Flywheel shafts, Material S.L. Steel Identification Marks Lloyd's No. 4596 T.D. 20.2.43

Intermediate shafts, Material. Identification Marks.

Identification marks on Air Receivers.

Is this machinery duplicate of a previous case? Yes. If so, state name of vessel. Please, see Item Ref. No. 5016

General Remarks (State quality of workmanship, opinions as to class, &c. These engines have been built under Special Survey and all the requirements of the Rules have been complied with. The workmanship is good and the material fulfils the requirements of the Rules. The dimensions are as specified and in accordance with the Rules and approved plans. The crank shaft and connecting rod have been tested and examined in accordance with the Rules. The engine was tested under full working power in ship and found to work satisfactorily.

(The Surveyor are requested not to write on or below the space for Committee Minute.)

The amount of Fee £88:05 When applied for, 14.8.1943.
Travelling Expenses (if any) £31:95 When received, 19.

Committee's Minute

Assigned

Surveyor to Lloyd's Register of Shipping.



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