BRIMSTAD
AUTOMATION

SERVICE REPORT

Fjellvik Aurora

CUSTOMER
Fjellvik Shipping AS

LOCATION
Ulsteinvik, Norway

TYPE
Commissioning

ORDER NO.
ORD-2026-0412

LEAD ENGINEER
Erik Solheim

Brimstad Automation AS
Molovegen 18, 6004 Ålesund, Norway
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PMS upgrade, DG3 integration and sea trial

PO NO.
PO-88231

DATE
9 September 2026

STATUS
Finished

TOTAL	TRAVEL	ONSHORE	OFFSHORE	WAITING
35.5 h	**5.0 h**	**20.0 h**	**8.5 h**	**2.0 h**
	5.0 h 100%	11.5 h 100% **8.5 h 150%**	8.0 h 100% **0.5 h 150%**	2.0 h 100%

PLANNED WORK

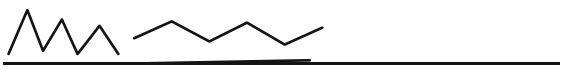
1. Install and configure the new PMS controller (PMS-A1) in the main switchboard room.
2. Integrate DG3 into the PMS: I/O check, breaker control, load sharing and protection settings.
3. Harbour test of start/stop sequences, blackout recovery and load dependent start/stop.
4. Sea trial with the crew: load share, transfer and blackout recovery under way.

ACTIONABLE ITEMS

1. Yard to replace the damaged DG3 speed pickup cable before departure (see photo 1). Temporary repair in place.
2. Owner to send the updated single line diagram to class for approval of the DG3 breaker configuration.

CONCLUSION

1. PMS-A1 commissioned with DG1–DG3. All harbour and sea trial tests passed; results recorded in the PMS test log handed to the chief engineer.
2. System handed over in normal operation. Remaining items are listed under actionable items.



CUSTOMER REPRESENTATIVE
Petter Hauge
Chief Engineer
Fjellvik Shipping AS
Signed 9 September 2026

7 September 2026 Monday PO PO-88231 — 11.0 h

HOURS

TIME	DESCRIPTION	TYPE	100%	150%	200%
06:00 – 08:30	Travel Ålesund – Ulsteinvik	Travel	2.5	–	–
08:30 – 17:00	PMS-A1 installation and I/O check	Onshore	5.5	**3.0**	–

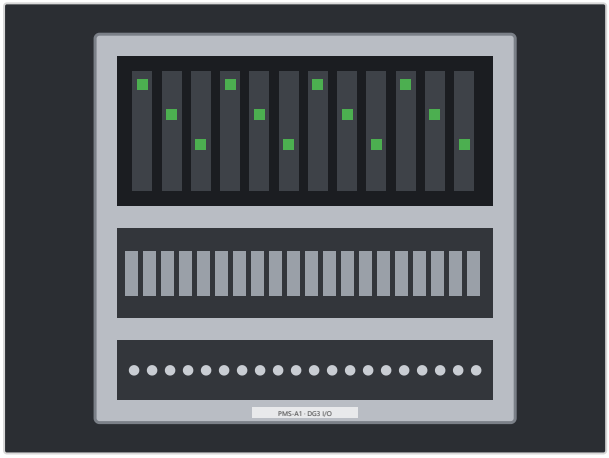
WORK DESCRIPTION

1.1 Mounted PMS-A1 in the main switchboard room and connected supply, fieldbus and I/O according to drawing E-4102 rev C.

1.2 Loaded the project file (v2.4.1) and verified communication with DG1 and DG2 governors and AVRs.

1.3 I/O check of DG3: 48 of 52 signals OK. Speed pickup signal unstable – cable damaged near the engine; temporary repair made, yard notified.

Attachment 1



ATTACHMENT 1

8 September 2026 Tuesday PO PO-88231 — 12.0 h

HOURS

TIME	DESCRIPTION	TYPE	100%	150%	200%
07:30 – 12:00	DG3 protection settings and breaker control	Onshore	4.5	–	–
12:00 – 14:00	Waiting for DG3 mechanical completion	Waiting	2.0	–	–
14:00 – 19:30	Harbour tests, all generators	Onshore	1.5	**4.0**	–

WORK DESCRIPTION

2.1 Set DG3 protection (overcurrent, reverse power, over/under frequency) per the owner's protection coordination sheet. Values recorded in the test log.

2.2 Breaker open/close from PMS verified, including interlocks against the shore connection.

2.3 Harbour test: automatic start/stop, synchronising, load sharing DG1–DG3 within 3 %, blackout recovery in 9.8 s.

9 September 2026 Wednesday PO PO-88231 **12.5 h**

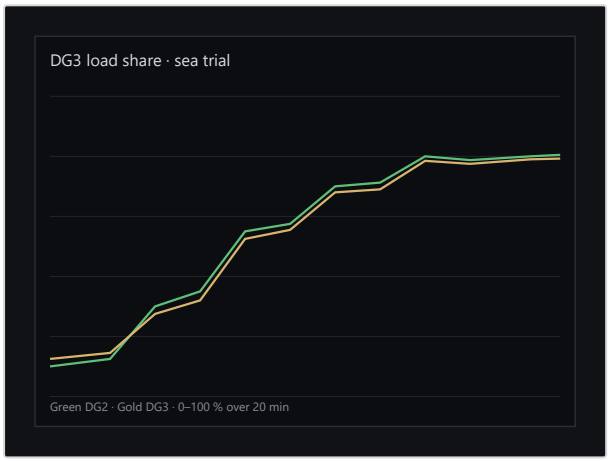
HOURS

TIME	DESCRIPTION	TYPE	100%	150%	200%
07:00 – 15:30	Sea trial with crew	Offshore	8.0	**0.5**	–
15:30 – 17:00	Handover and report on board	Onshore	–	**1.5**	–
17:00 – 19:30	Travel Ulsteinvik – Ålesund	Travel	2.5	–	–

WORK DESCRIPTION

3.1 Sea trial: load share and load transfer between all generator combinations under way (see photo 2).

Attachment 2



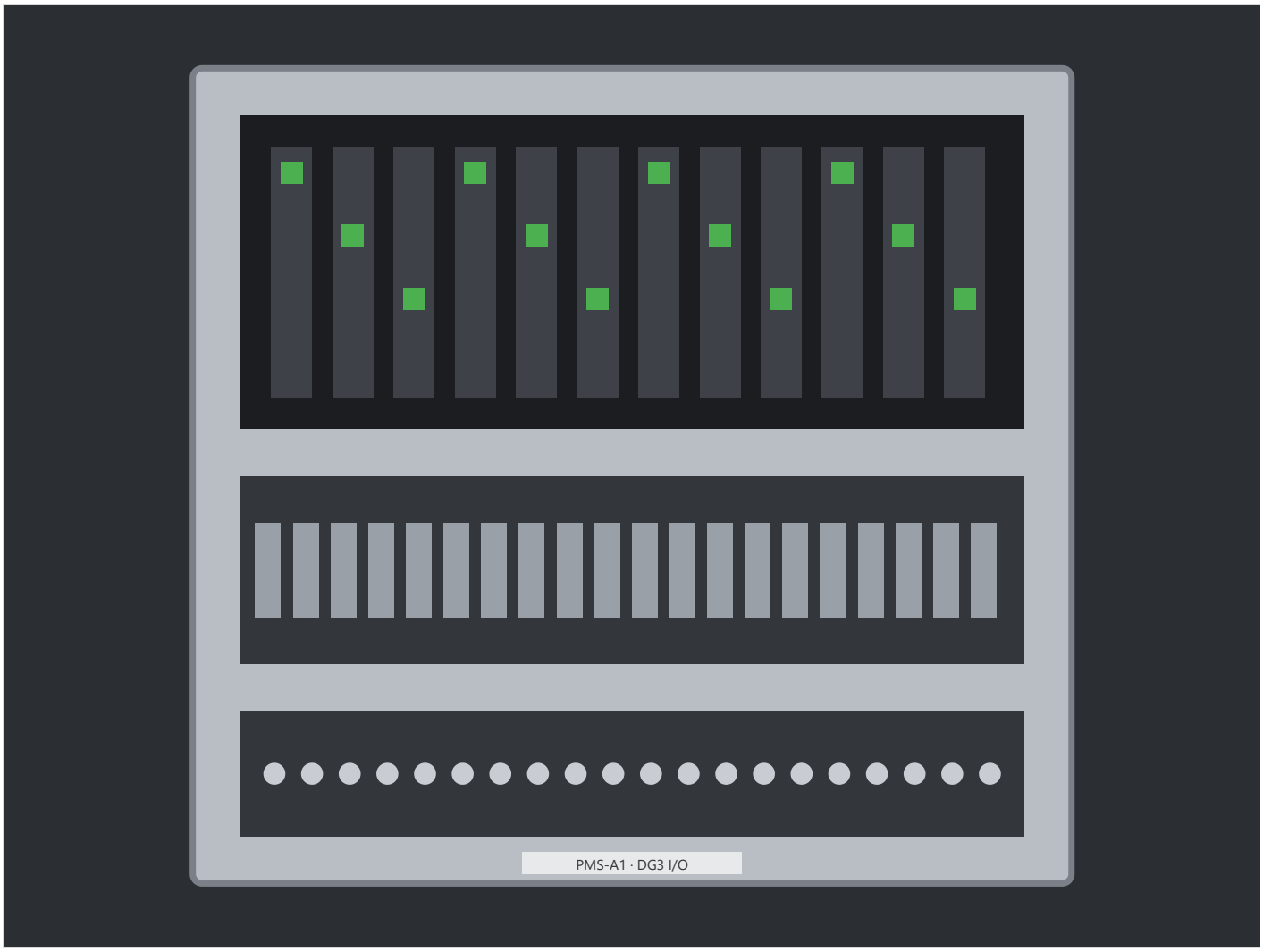
ATTACHMENT 2

3.2 Blackout recovery test at sea passed; heavy consumer request from bow thruster handled by load dependent start.

3.3 Walked the chief engineer through the new PMS screens and alarm list. Test log and parameter backup left with the vessel.

Attachments

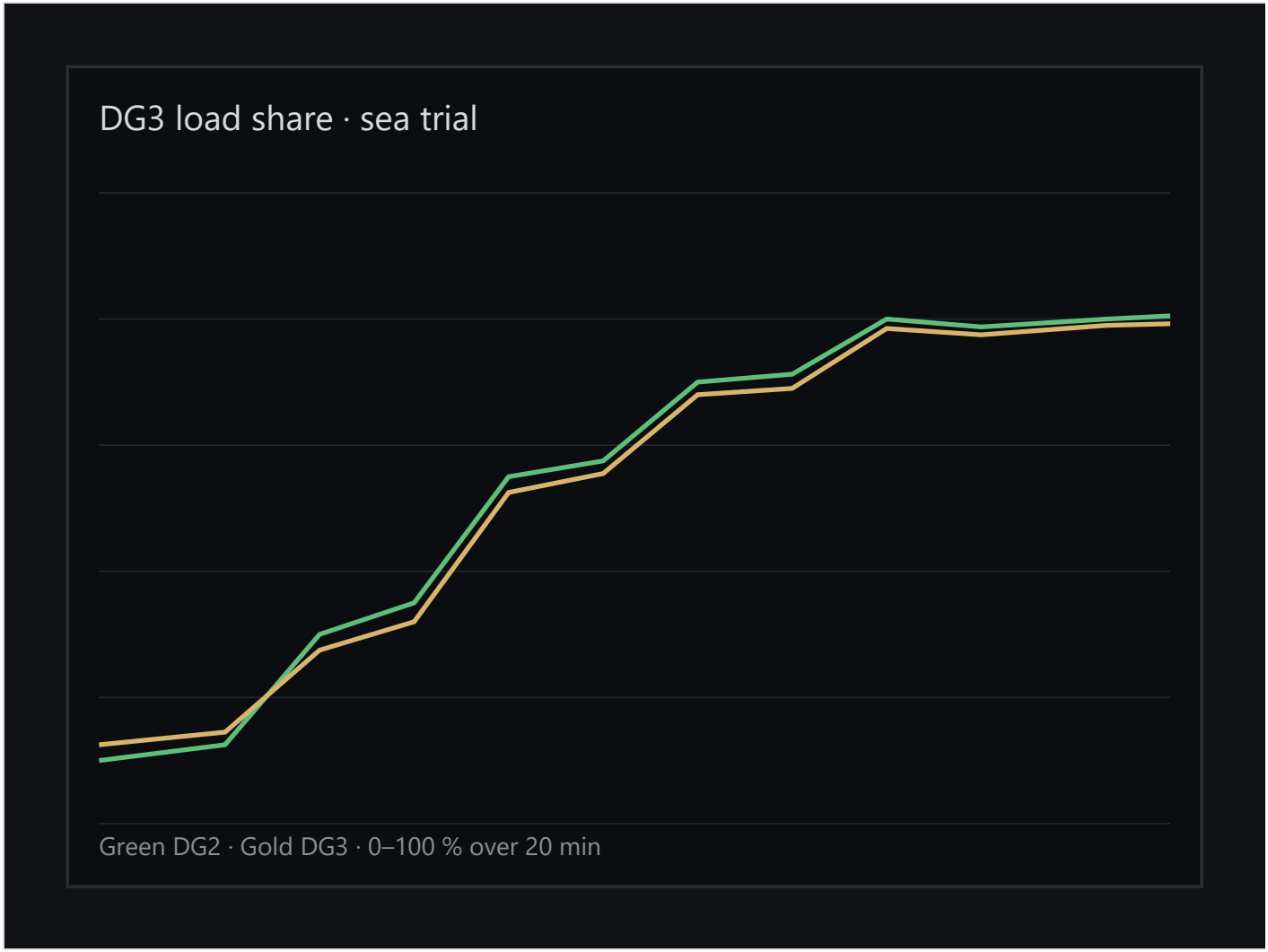
Each plate is cited by number from the line it belongs to.



Attachment 1

pms-a1-cabinet.jpg · 1.8 MB

on 1.3



Attachment 2

dg3-load-share.jpg · 1.2 MB
on 3.1