

THURSDAY, 12th FEB 1903

IMAGES

atisfactory

Date of writing Report 28th Oct. 20 When handed in at Local Office 28th Oct. 1920 Port of Wintertun
 No. in Survey held at Wintertun Date, First Survey 22nd July 20 Last Survey 19
 Reg. Book. STA 21 STA 22 STA 23 STA 24 STA 25 STA 26 STA 27 STA 28 STA 29 STA 30
 on the Single } Screw ASSOCI ASSOCI ASSOCI ASSOCI ASSOCI ASSOCI ASSOCI ASSOCI ASSOCI
Quadruple Triple } ASSOCI ASSOCI ASSOCI ASSOCI ASSOCI ASSOCI ASSOCI ASSOCI ASSOCI ASSOCI
 Master Built at Glen By whom built Lincoln 58 E Yard No. 603 When built 1924
 Engines made at Wintertun By whom made Sulzer Frick. Soc. Ann. Engine No. 2963 When made 1920
 Donkey Boilers made at Wintertun By whom made Wintertun Boiler No. Wintertun When made Wintertun
 Brake Horse Power 420 Owners Wintertun Port belonging to Wintertun
 Nom. Horse Power as per Rule 82 Is Refrigerating Machinery fitted for cargo purposes Wintertun Is Electric Light fitted Wintertun

OIL ENGINES, &c.—Type of Engines *Sulzer-Maine Diesel Engine* 2 or 4 stroke cycle *2* Single or double acting *Single*

Maximum pressure in cylinders *35 Ats.* No. of cylinders *4* No. of cranks *4* Diameter of cylinders *340 mm*

Length of stroke *540 mm* Revolutions per minute *200* Means of ignition *Temperature due to Compression* Kind of fuel used *Heavy fuel oil*

Is there a bearing between each crank *Yes* Span of bearings (Page 92, Section 2, par. 7 of Rules) *430 mm*

Distance between centres of main bearings *650 mm* Is a flywheel fitted *Yes to Crank-Shaft* Diameter of crank shaft journals *as per Rule 207 mm*
as fitted 215 mm

Diameter of crank pins *215 mm* Breadth of crank webs *as per Rule 215 mm*
as fitted 280 mm Thickness of ditto *as per Rule 116 mm*
as fitted 115 mm

Diameter of flywheel shaft *as per Rule none fitted* Diameter of tunnel shaft *as per Rule as fitted* Diameter of thrust shaft *as per Rule as fitted*

Diameter of screw shaft *as per Rule as fitted* Is the screw shaft fitted with a continuous liner the whole length of the stern tube

Is the after end of the liner made watertight in the propeller boss If the liner is in more than one length are the joints burned

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive

If two liners are fitted, is the shaft lapped or protected between the liners If without liners, is the shaft arranged to run in oil

Type of outer gland fitted to stern tube Length of stern bush Diameter of propeller

Pitch of propeller No. of blades state whether moveable Total surface square feet

Method of reversing *Direct* Is a governor or other arrangement fitted to prevent racing of the engine when decelerating *Yes* Thickness of cylinder liners *27 1/2 mm*

Are the cylinders fitted with safety valves *Yes* Means of lubrication *Forced* Are the exhaust pipes and silencers water cooled or lapped with non-conducting material *Yes* If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

No. of cooling water pumps *1 double acting* Is the sea suction provided with an efficient strainer which can be cleared within the vessel

No. of bilge pumps fitted to the main engines *1 double acting* Diameter of ditto *115 mm* Stroke *110 mm*

Can one be overhauled while the other is at work No. of auxiliary pumps connected to the main bilge lines How driven

Sizes of pumps No. and sizes of suction connected to both main bilge pumps and auxiliary bilge pumps:—In engine room

and in holds, etc. No. of ballast pumps How driven Sizes of pumps

Is the ballast pump fitted with a direct suction from the engine room bilges State size Is a separate auxiliary pump suction fitted in

Engine Room and size Are all the bilge suction pipes fitted with roses Are the roses in Engine Room always accessible

Are the sluices on Engine Room bulkheads always accessible Are all connections with the sea direct on the skin of the ship

Are they valves or cocks Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates

Are the discharge pipes above or below the deep water line Are they each fitted with a discharge valve always accessible on the plating of the vessel

Are all pipes, cocks, valves and pumps in connection with the machinery accessible at all times Are the bilge suction pipes, cocks and valves arranged so as to prevent any communication between the sea and the bilges

Is the screw shaft tunnel watertight Is it fitted with a watertight door

worked from If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

No. of main air compressors *1* No. of stages *3* Diameters *340/350/75 mm* Stroke *280 mm* Driven by *Crank Shaft*

No. of auxiliary air compressors No. of stages Diameters Stroke Driven by

No. of small auxiliary air compressors No. of stages Diameters Stroke Driven by

No. of scavenging air pumps *1 double acting* Diameter *700 mm* Stroke *450 mm* Driven by *Crank Shaft*

Diameter of auxiliary Diesel Engine crank shafts *as per Rule as fitted* Are the air compressors and their coolers made so as to be easy of access *Yes*

AIR RECEIVERS:—No. of high pressure air receivers *1* Internal diameter *250 mm* Cubic capacity of each *100 Litres*

material *S.M. Steel* Seamless, lap welded or riveted longitudinal joint *Seamless* Range of tensile strength *45/55 Kg. per cm²*

thickness *10 mm* Working pressure by Rules *7.5 Ats.* No. of starting air receivers Internal diameter

Total cubic capacity Material Seamless, lap welded or riveted longitudinal joint

Range of tensile strength thickness Working pressure by rules 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*

Laurel
Shipping.

IS A DONKEY BOILER FITTED?

If so, is it reportable for record?

HYDRAULIC TESTS:—

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	4-8-20	35 ATS.	75 ATS.	R	Test Satisfactory.
" " COVERS	5-8-20	-do-	-do-	"	-do-
" " JACKETS	-do-	1 ATS.	3 ATS.	"	-do-
" " PISTON WATER PASSAGES	26-7-20	5.	3.	"	-do-
MAIN COMPRESSORS—1st STAGE	22-7-20	3.	35.	"	-do-
" 2nd "	-do-	17.5.	35.	"	-do-
" 3rd "	-do-	70.	140.	"	-do-
AIR RECEIVERS—STARTING					
" INJECTION	5-8-20	70.	140.	R	-do-
AIR PIPES	27-7-20	70.	140.	"	-do-
FUEL PIPES	-do-	70.	140.	"	-do-
FUEL PUMPS & VALVES	28-7-20	70.	140.	"	-do-
SILENCER	22-7-20	1.	3.	"	-do-
" WATER JACKET					
SEPARATE FUEL TANKS					

SENT TO LONDON

PLANS. Are approved plans forwarded herewith for shuffling (If not, state date of approval)

21-7-20

Receivers IN LONDON OFFICE APPROVED 7/6/20 Separate Tanks

SPARE GEAR

The foregoing is a correct description,

Sulzer Freres

Societe Anonyme

Manufacturer.

Dates of Survey while building { During progress of work in shops - 22-7-20, 26-7-20, 27-7-20, 28-7-20, 4-8-20, 5-8-20, 14-10-20, 18-10-20, 22-10-20, 25-10-20
 { During erection on board vessel -
 Total No. of visits

Dates of Examination of principal parts—Cylinders 4-8-20 Covers 4-8-20 Pistons 26-7-20 Rods 22-10-20 Connecting rods 22-10-20

Crank shaft 25-10-20 Thrust shaft Tunnel shafts Screw shaft Propeller Stern tube Engine seatings

Engines holding down bolts Completion of pumping arrangements Engines tried under working conditions

Completion of fitting sea connections Stern tube Screw shaft and propeller

Material of crank shaft SM. IN HOT STEEL Identification Mark on Do. R 25-10-20 Material of thrust shaft Identification Mark on Do.

Material of tunnel shafts Identification Marks on Do. Material of screw shafts Identification Marks on Do.

Is the flash point of the oil to be used over 150° F. Yes

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.) Stock Engine constructed under Ordinary Survey. Materials and workmanship good. Full power trial in shops satisfactory.

This machinery has been satisfactorily fitted on board the above vessel

The amount of Entry Fee ... £ 2-0-0

Special ... £ 20-10-0

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ :

When applied for.

29th Oct. 1920

When received.

2nd Nov. 1920W. G. Vallis, M. Law
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

GLASGOW

13 JAN 1925

Assigned

See Winter time Rpt 40
Attached to Glo. Rpt 4442 P. 5.

LR-FAS-789-186



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Foundation