

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

22 FEB 1926

Date of writing Report 16th Febr 1926 When handed in at Local Office

Port of

H. F. Steipner

No. in Survey held at 4 Wiermuunde (3)

Date, First Survey 30th Sept.

Last Survey 15th Febr 1926

Reg. Book.

on the Steel single screw Trawler "GYLLIR"

(Number of Visits 11)

Tons Gross 365

Net 127

Built at Wiermuunde (2) By whom built Schiffbau Ges. Unterwies A.G.

Yard No. 222

When built 1926

Engines made at Wiermuunde (4) By whom made G. Seebeck A.G.

Engine No. 1175

when made 1925/26

Boilers made at " " By whom made " "

Boiler No. 645

when made 1925/26

Registered Horse Power Owners H. F. Steipner

Port belonging to Reykjavik

Nom. Horse Power as per Rule 76.109

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes

Trade for which Vessel is intended

Ocean going and Home Trade.

GINES, &c. Description of Engines Triple Expansion

dia. of Cylinder 380, 610, 1000 mm Length of Stroke 2660 mm. No. of Cylinders 3 Revs. per minute 110

Crank shaft, dia. of journals as per Rule 202 mm. as fitted 202 mm. Crank pin dia. 210 mm. No. of Cranks 3

Intermediate Shafts, diameter as per Rule 195 mm. as fitted 195 mm. Mid. length breadth 400 mm. Thickness parallel to axis 185 mm.

Thrust shaft, diameter at collars as per Rule 202 mm. as fitted 202 mm. Mid. length thickness 135 mm. Thickness around eye-hole 95 mm.

Tube Shafts, diameter as per Rule 220 mm. as fitted 220 mm. Is the tube shaft fitted with a continuous liner no

Screw Shaft, diameter as per Rule 220 mm. as fitted 220 mm. Is the screw shaft fitted with a continuous liner no

Bronze Liners, thickness in way of bushes as per Rule 3 mm. as fitted 3 mm. Thickness between bushes as per Rule 3 mm. as fitted 3 mm. Is the after end of the liner made watertight in the

Propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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 Is an approved Oil Gland fitted at the after

end of the shaft Length of Bearing in Stern Bush pert to and supporting propeller 1000 mm.

Propeller, dia. 3000 mm. Pitch 3500 mm. No. of Blades 4 Material cast iron whether Moveable no Total Developed Surface 3.6

Feed Pumps worked from the Main Engines, No. 2 Diameter 60 mm. Stroke 325 mm. Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 60 mm. Stroke 325 mm. Can one be overhauled while the other is at work yes

Feed Pumps No. and size 1-100 x 150 mm, 1 injector Pumps connected to the Main Bilge Line No. and size 1-100 x 150 mm.

How driven 22 LAM How driven 22 LAM

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 2-50 mm. dia.

In Holds, &c. 1-50 mm. dia.

1-2 Crew space.

4.33

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-110 mm dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1-50 mm dia. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes

Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks both

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Overboard Discharges above or below the deep water line above

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel yes Are the Blow Off Cocks fitted with a spigot and brass covering plate yes

What Pipes are carried through the bunkers none How are they protected

What pipes pass through the deep tanks Have they been tested as per Rule

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one

compartment to another yes Is the Shaft Tunnel watertight

Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 190 sq. meters

Is Forced Draft fitted no No. and Description of Boilers 1 cylindrical multitubular Working Pressure 14 kg.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers Donkey Boilers

Superheaters 1/5/25 General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

1 propeller, 2 connecting rod top end bolts and nuts, 2 connecting rod

bottom end bolts and nuts, 2 main bearing bolts, 1 set of coupling bolts,

1 set of bilge and feed pump valves, 3 HP piston rings, a quantity of

assorted bolts and nuts, iron of various sizes.

G. SEEBECK A. G.

The foregoing is a correct description,

G. SEEBECK A. G.

Schiffswerft, Maschinenfabrik und
Trockendocks

Hoeft

Hoflundholm

Schiffswerft, Maschinenfabrik und
Trockendocks

Hoeft



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Lloyd's Register

004621-004629-0232

1925:- 30/9, 29/10, 25/11, 12/12, 14/12, 30/12, 1926:- 12/1, 20/1, 3/2
During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 11.

Dates of Examination of principal parts - Cylinders 29/10/25, 12/12/25 Slides 29/10/25 Covers 29/10/25
Pistons 29/10/25 Piston Rods 25/11/25 Connecting rods 25/11/25
Crank shaft 25/11/25, 12/12/25 Thrust shaft 12/12/25 Intermediate shafts 25/11/25
Tube shaft ✓ Screw shaft 25/11/25, 12/12/25 Propeller 12/12/25
Stern tube 25/11/25 Engine and boiler seatings 12/1/26 Engines holding down bolts 12/1/26
Completion of pumping arrangements 15/2/26 Boilers fixed 3/2/26 Engines tried under steam 9/2/26
Main boiler safety valves adjusted 9/2/26 Thickness of adjusting washers port 21 mm starboard 19 mm
Crank shaft material J.M. steel Identification Mark Lloyd's No. 534 Thrust shaft material J.M. steel Identification Mark Lloyd's No. 541
Intermediate shafts, material J.M. steel Identification Marks Lloyd's No. 539 Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material J.M. steel Identification Mark Lloyd's No. 538 Steam Pipes, material steel ✓ Test pressure 710 lb. 50 kg/cm² Date of Test 3/2/26.
Is an installation fitted for burning oil fuel ✓ Is the flash point of the oil to be used over 150°F. ✓
Have the requirements of the Rules for carrying and burning oil fuel been complied with ✓
Is this machinery duplicate of a previous case ✓ If so, state name of vessel ✓
General Remarks (State quality of workmanship, opinions as to class, &c.)

These engine and boiler have been manufactured in accordance with the approved plans, the Secretary's letters and in all other respects in conformity with the printed Rules.

The materials used in the construction and the workmanship are good

They are eligible in my opinion to be classed in the Society's Register Book with the notation of + LMC 2.26, o.g.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 2. 26. OG.

23/2/26

The amount of Entry Fee ... £ 3 : 0 :
Special ... £ 19 : 2 : 26
Donkey Boiler Fee ... £ 27 : 5 :
Travelling Expenses (if any) £ 4 : 0 :
When applied for, 19.2.26
When received, 8/3/26

G. H. B. F. A. M.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 23 FEB 1926

Assigned

+ LMC 2.26. OG.



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Lloyd's Register
Foundation