

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 19 Port of Reykjavik

No. in Survey held at Wiermünde (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 Wiermünde (2) By whom built Schiffbau Ges. Unterwies A.G. Yard No. 222 When built 1926

Engines made at Wiermünde (2) 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 76.109 Owners H. F. Heipner 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 Revs. per minute 110

dia. of Cylinder 380, 610, 1000 mm Length of Stroke 2660 mm No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals 202 mm as per Rule 202 Crank pin dia. 210 mm Mid. length breadth 400 mm Thickness parallel to axis 185 mm

Intermediate Shafts, diameter 195 mm as per Rule 195 Crank webs 135 Thickness around eye-hole 95

Thrust shaft, diameter at collars 202 as per Rule 202

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

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

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the propeller boss yes

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

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 yes

If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland fitted at the after end of the shaft yes

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

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 Stroke 325 Can one be overhauled while the other is at work yes

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

How driven steam How driven steam

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

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

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-50 mm dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-110 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 as per Rule

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

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 yes Is it fitted with a watertight door yes worked from yes

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 2045 sq. meters

Is Forced Draft fitted no No. and Description of Boilers 1 cylindrical multitubular Working Pressure 200 lb

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

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

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

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

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.

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 - - - }
 1926:- 9/2, 15/2.
 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 S.M. steel Identification Mark Lloyd's No. 534 Thrust shaft material S.M. steel Identification Mark Lloyd's No. 541
 Intermediate shafts, material S.M. steel Identification Marks Lloyd's No. 539 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material S.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.

[Signature]
 23/2/26

Certificate to be sent to The Surveyors are requested not to write on or below the space for Committee's Minute.

Entry Fee 109 1/2
 3.0.0
 27.5.0
 3
 The amount of Entry Fee ... £ 3 : 0 :
 Special ... £ 19 : 0 :
 Donkey Boiler Fee ... £ 27 : 5 :
 Travelling Expenses (if any) £ 4 : 0 :
 When applied for, 19.2.26
 When received, 8/3/26

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 23 FEB 1926
 Assigned + LMC 2.26. OG.