

No. 46.

GINES, &c.—Type of Engines *Sulzer airless injection Int. Comb. Engines 2 or 4 stroke cycle 2* Single or double acting *single*

pressure in cylinders *35 ATs.* No. of cylinders *4 each eng.* No. of cranks *4 each eng.* Diameter of cylinders *310 mm.*

stroke *420 mm.* Revolutions per minute *300* Means of ignition *Temperature due to compression* Kind of fuel used *Heavy fuel oil*

earing between each crank *yes.* Span of bearings (Page *98*, Section *2*, par. *2* of Rules) *370 mm.*

tween centres of main bearings *590 mm.* Is a flywheel fitted *yes.* Diameter of crank shaft journals *as per Rule 153 mm as fitted 175 "*

f crank pins *175 mm.* Breadth of crank webs *as per Rule 203.5 mm as fitted 240 "* Thickness of ditto *as per Rule 85.7 mm as fitted 98 "*

f flywheel shaft *as per Rule flywheel fitted to crank shaft.* Diameter of tunnel shaft *as per Rule as fitted* Diameter of thrust shaft *as per Rule as fitted*

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

end of the liner made watertight in the propeller boss *yes.* If the liner is in more than one length are the joints burned *yes.*

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.*

ers are fitted, is the shaft lapped or protected between the liners *yes.* If without liners, is the shaft arranged to run in oil *yes.*

er gland fitted to stern tube *yes.* Length of stern bush *yes.* Diameter of propeller *yes.*

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

versing *non reversible* Is a governor or other arrangement fitted to prevent racing of the engine *when decelerated yes* Thickness of cylinder liners *28 mm*

ers fitted with safety valves *yes.* Means of lubrication *forced.* Are the exhaust pipes and silencers water cooled or lagged with *yes.*

ing 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 *led to*

el above Deck. No. of cooling water pumps *none* Is the sea suction provided with an efficient strainer which can be cleared *yes.*

22. rods 24.essel No. of bilge pumps fitted to the *aux. how* engines Diameter of ditto *yes.* Stroke *yes.*

venting overhauled while the other is at work *yes.* No. of auxiliary pumps connected to the main bilge lines *yes.* How driven *yes.*

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

g, etc. *yes.* No. of ballast pumps *yes.* How driven *yes.* Sizes of pumps *yes.*

Eng. No. 1st pump fitted with a direct suction from the engine room bilges *yes.* State size *yes.* Is a separate auxiliary pump suction fitted in *yes.*

Do. on and size *yes.* Are all the bilge suction pipes fitted with roses *yes.* Are the roses in Engine Room always accessible *yes.*

ices on Engine Room bulkheads always accessible *yes.* Are all connections with the sea direct on the skin of the ship *yes.*

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

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

s, cocks, valves and pumps in connection with the machinery accessible at all times *yes.* Are the bilge suction pipes, cocks and valves arranged so as to prevent any *yes.*

ion between the sea and the bilges *yes.* Is the screw shaft tunnel watertight *yes.* Is it fitted with a watertight door *yes.*

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

n air compressors *yes.* No. of stages *yes.* Diameters *yes.* Stroke *yes.* Driven by *yes.*

liary air compressors *yes.* No. of stages *yes.* Diameters *yes.* Stroke *yes.* Driven by *yes.*

ll auxiliary air compressors *yes.* No. of stages *yes.* Diameters *yes.* Stroke *yes.* Driven by *yes.*

enging air pumps *1 double acting for each Eng.* Diameter *530, 530/200 mm* Stroke *420 mm* Driven by *Extension to crank shaft*

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

RECEIVERS:—No of high pressure air receivers *yes.* Internal diameter *yes.* Cubic capacity of each *yes.*

Seamless, lap welded or riveted longitudinal joint *yes.* Range of tensile strength *yes.*

working pressure by Rules *yes.* No. of starting air receivers *yes.* Internal diameter *yes.*

capacity *yes.* Material *yes.* Seamless, lap welded or riveted longitudinal joint *yes.*

nsile strength *yes.* thickness *yes.* Working pressure by rules *yes.* Is each receiver, which can be isolated *yes.*

safety valve as per Rule *yes.* Can the internal surfaces of the receivers be examined *yes.* What means are provided for cleaning their *yes.*

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

✓ Is each receiver, which can be isolated.
✓ What means are provided for cleaning their
at the lowest part of each receiver ✓

If so, is a report now forwarded?

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	12-9-23, 10-10-23, 23-10-23	35 ATS.	45 ATS.	R.	Test satisfactory
" " COVERS	" " "	" "	" "	"	"
" " JACKETS	" " "	" "	6 "	"	"
" PISTON WATER PASSAGES	4-9-23, 9-10-23	" "	" "	"	"
MAIN COMPRESSORS—1st STAGE	✓	✓	✓	✓	✓
" 2nd "	✓	✓	✓	✓	✓
" 3rd "	✓	✓	✓	✓	✓
AIR RECEIVERS—STARTING	✓	✓	✓	✓	✓
" INJECTION	✓	✓	✓	✓	✓
AIR PIPES	1-10-23, 15-11-23, 10-1-24	30 ATS	60 ATS	R.	Test satisfactory
FUEL PIPES	" " "	100 "	200 "	"	"
FUEL PUMPS & VALVES	5-9-23,	" "	" "	"	"
SILENCER	6-12-23, 10-12-23,	0.5 "	2.5 "	"	"
" WATER JACKET	20-12-23, 23-1-24, 15-2-24	1 "	3 "	✓	"
SEPARATE FUEL TANKS					

26-7-23.

Receivers

Separate Tanks

The foregoing is a correct description,

Sulzer Brothers
Limited
Manufacturers.

Dates of Survey while building	During progress of work in shops--		During erection on board vessel--		Total No. of visits																																																																																																																																																																																																																																																																																																															
	12-5-23	6-6-23	21-6-23	4-7-23	20-7-23	27-7-23	4-8-23	5-9-23	11-9-23	12-9-23	13-9-23	14-9-23	19-9-23	21-9-23	27-9-23	2-10-23	10-10-23	15-10-23	23-10-23	29-10-23	22-11-23	6-12-23	10-12-23	20-12-23	22-12-23	3-1-24	10-1-24	23-1-24	5-2-24	31-1-24	1-2-24	11-2-24	18-2-24	25-2-24	4-3-24	11-3-24	18-3-24	25-3-24	1-4-24	8-4-24	15-4-24	22-4-24	29-4-24	6-5-24	13-5-24	20-5-24	27-5-24	3-6-24	10-6-24	17-6-24	24-6-24	1-7-24	8-7-24	15-7-24	22-7-24	29-7-24	5-8-24	12-8-24	19-8-24	26-8-24	2-9-24	9-9-24	16-9-24	23-9-24	30-9-24	7-10-24	14-10-24	21-10-24	28-10-24	4-11-24	11-11-24	18-11-24	25-11-24	2-12-24	9-12-24	16-12-24	23-12-24	30-12-24	6-1-25	13-1-25	20-1-25	27-1-25	3-2-25	10-2-25	17-2-25	24-2-25	3-3-25	10-3-25	17-3-25	24-3-25	31-3-25	7-4-25	14-4-25	21-4-25	28-4-25	5-5-25	12-5-25	19-5-25	26-5-25	2-6-25	9-6-25	16-6-25	23-6-25	30-6-25	7-7-25	14-7-25	21-7-25	28-7-25	4-8-25	11-8-25	18-8-25	25-8-25	1-9-25	8-9-25	15-9-25	22-9-25	29-9-25	6-10-25	13-10-25	20-10-25	27-10-25	3-11-25	10-11-25	17-11-25	24-11-25	1-12-25	8-12-25	15-12-25	22-12-25	29-12-25	5-1-26	12-1-26	19-1-26	26-1-26	2-2-26	9-2-26	16-2-26	23-2-26	1-3-26	8-3-26	15-3-26	22-3-26	29-3-26	5-4-26	12-4-26	19-4-26	26-4-26	3-5-26	10-5-26	17-5-26	24-5-26	31-5-26	7-6-26	14-6-26	21-6-26	28-6-26	5-7-26	12-7-26	19-7-26	26-7-26	2-8-26	9-8-26	16-8-26	23-8-26	30-8-26	6-9-26	13-9-26	20-9-26	27-9-26	4-10-26	11-10-26	18-10-26	25-10-26	1-11-26	8-11-26	15-11-26	22-11-26	29-11-26	6-12-26	13-12-26	20-12-26	27-12-26	3-1-27	10-1-27	17-1-27	24-1-27	31-1-27	7-2-27	14-2-27	21-2-27	28-2-27	6-3-27	13-3-27	20-3-27	27-3-27	3-4-27	10-4-27	17-4-27	24-4-27	1-5-27	8-5-27	15-5-27	22-5-27	29-5-27	5-6-27	12-6-27	19-6-27	26-6-27	3-7-27	10-7-27	17-7-27	24-7-27	31-7-27	7-8-27	14-8-27	21-8-27	28-8-27	4-9-27	11-9-27	18-9-27	25-9-27	2-10-27	9-10-27	16-10-27	23-10-27	30-10-27	6-11-27	13-11-27	20-11-27	27-11-27	4-12-27	11-12-27	18-12-27	25-12-27	1-1-28	8-1-28	15-1-28	22-1-28	29-1-28	5-2-28	12-2-28	19-2-28	26-2-28	3-3-28	10-3-28	17-3-28	24-3-28	31-3-28	7-4-28	14-4-28	21-4-28	28-4-28	5-5-28	12-5-28	19-5-28	26-5-28	2-6-28	9-6-28	16-6-28	23-6-28	30-6-28	7-7-28	14-7-28	21-7-28	28-7-28	4-8-28	11-8-28	18-8-28	25-8-28	1-9-28	8-9-28	15-9-28	22-9-28	29-9-28	6-10-28	13-10-28	20-10-28	27-10-28	3-11-28	10-11-28	17-11-28	24-11-28	1-12-28	8-12-28	15-12-28	22-12-28	29-12-28	5-1-29	12-1-29	19-1-29	26-1-29	2-2-29	9-2-29	16-2-29	23-2-29	1-3-29	8-3-29	15-3-29	22-3-29	29-3-29	5-4-29	12-4-29	19-4-29	26-4-29	3-5-29	10-5-29	17-5-29	24

Total No. of visits
 Dates of Examination of principal parts—Cylinders 22/12/23, 5/2/24, 20/2/24. Covers 22/12/23, 5/2/24, 20/2/24. Pistons 3/1/24, 5/2/24, 20/2/24. Rods ✓ Connecting rods 3/1/24

Crank shafts 22/12/15, 5/2/24, 20/2/24 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	✓	14001 3627 116456 1999 R.4-7.12	Stern tube		Screw shaft and propeller
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[illegible]

Material of tunnel shafts	✓	Identification Marks on Do.	✓	Material of screw shafts	✓	Identification Marks on Do.
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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.) This machinery has been constructed in accordance with the requirements of the Rules, the Secretary's letters and the approved plans. Materials and workmanship good. Full power trials of Engines in satisfactory.

The Survivors are requested not to write on or below the space for Committee's minute.)

The amount of Entry Fee	...	£	:	:	When applied for,
Special	...	£	43-0-0	:	28 th Feb. 1924
Donkey Boiler Fee	...	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	:	3 rd March 1924

W. S. Fallis
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

GLASGOW

2-DEC-1924

Assigned

See Gls. Rpt. No 44184

DEC 1924
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