LLOYD'S No. C.47.

SULZER

Trial Report

D. E. Type: ST 60 | No. 1350 | Order No 101691 | Port – Engine

Date: 23th of Mai 1922 | Cyl. No 2987 / 90 | n = 100 | Purchaser:

Time	Brake Load	Speed Revs. p. Min.	Pressures: Scavenge Air	Injection Air: L. P. Stage	Injection Air: I. P. Stage	Injection Air: H. P. Stage	Cylinder Cooling	Piston Cooling	Forced Lubricat.: Bearings	Forced Lubricat.: Crosshead Pins	Exhaust Gases	Temperatures: Cyl. Cooling: Inlet	Cyl. Cooling: Outlet	Piston Cooling, Cylinder Nos.: I	II	III	IV	V	Fuel valve	Oil Cooler: Inlet	Oil Cooler: Outlet	Exhaust Gases	Fuel Consumption Readings: Revolution Counter	Duration of Test	Fuel Consumption	Average Speed	Results: Brake Horse Power	Indicated Horse Power	Fuel Consumption per B. H. P. hour: eff.	Fuel Consumption per B. H. P. hour: Ind.	Mechanical Efficiency	Diagram No		Remarks
	kg	n	kg/cm²	kg/cm²			kg/cm²		gk/cm²		gr/cm²	C°		C°						C°		C°		min./sec.	kg	n	Ne	Ni	gr	gr	η %			
8 20	Starting																																		
8 25	2030	100	0,11	2	9	64	0,70	1,7	0,2	19		9,5	34	48	48	46	47,5		36			260	238303												$Ne = \frac{P \cdot n}{150}$
8 40	"	101	0,11	2,2	9,3	64	0,70	1,8	0,2	18		9	44	52	52	50	51		45			260	239819												
8 55	"	100	0,11	2	9,5	65	0,72	1,7	0,2	20		9	45	53	52	50	51		46			261	241319	42'10"	175	100	1353	1820	184 (194,8)	136,6	74,3	1		To have an approximate basis for the full load of the Sai at sea abt. 50 B.HP should be added to the power absorbed by the turbo blower and cooling water pump. This power is to serve as basis for determining the total fuel consumption according to curve Sai (375930) Figure in ( ) shows fuel consumption including turbo blower & auxiliary pumps.
9 10	"	99,7	0,11	2	9,3	64	0,72	1,8	0,2	20		9	46	53	52	50	51		46,5			265	242814												
9 25	"	100	0,11	2	9,3	64	0,75	1,8	0,2	19		9	46	54	52	51	52		48			268	244314												
9 40	"	100,5	0,11	2	9,3	64	0,75	1,8	0,2	19		9	46	53	52	50	51		48			267	245822												
9 55	"	100,6	0,11	2	9,5	65	0,75	1,9	0,2	19		9	46	53,5	52,5	50	51		47,5			269	247331												
10 10	"	101,6	0,11	2	9,3	66	0,75	1,9	0,2	19		9	46	54	53	51	52		49			280	248856	49'13"	205	101	1367	1833	183 (193,7)	136,8	74,8	2		
10 25	"	101,1	0,11	2	9,3	64	0,75	1,9	0,2	18		9	46	54	53	51	52		49			275	250373												
10 40	"	101,4	0,11	2	9,3	64	0,75	1,9	0,2	18		9	46	54	53	51	53		50			285	251894												
10 55	"	101,7	0,11	2	9	64	0,75	1,9	0,2	18		9	47	54	53	51	53		50			275	253420												
11 10	"	101,0	0,11	1,9	9	65	0,75	2	0,2	18		9	46	54	53	51	52		49			278	254935	41'20"	175	101,3	1372	1830	185 (195,7)	138,7	75	3		
11 25	"	100,5	0,11	1,9	9	64,5	0,75	2	0,2	17		9	46	53	52	50,5	52		49			270	256442												
11 45	Stop																																		

Running at slowest speed & manoeuvring n_{min} = 30 revs. per min.

Surveyor to Lloyd's Register of Shipping

E. G. Fallis.

For Sulzer Bros:

A. Schmuckberger

FEES £8-8-0.
PAID AT WINTERTHUR. 1/6/22.

No. 3391 A e. - IV. 1920. - 250.
377787

Lloyd's Register Foundation
009679-009683-0265