

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

27 No. 3304

Received at London Office

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Date of writing Report 11 Aug. 1930 When handed in at Local Office 19

Port of *Skm.*No. in Survey held at *Sickla Skm. Sisti.*

Date, First Survey 27 Jan. 1930 Last Survey 2 Aug. 1930

Number of Vistas 6

No. in Reg. Book. *81065* on the *Single* *Twin* *Triple* *Quadruple* Screw vessel

M.V. PEIK.

Tons { Gross *6099*
Net *3592*Built at *Walker*By whom built *Messrs. S. G. Armstrong Whitworth & Co. Ltd.* No. *1057* When built *1930*Engines made at *Stockholm*By whom made *Messrs. A. A. Sierel* Engine No. *80366* When made *1930*

Donkey Boilers made at

By whom made Boiler No. When made

Brake Horse Power *50*Owners *Sir W. G. Armstrong Whitworth & Co. Ltd.* Port belonging to *Newcastle on Tyne*Nom. Horse Power as per Rule *93*

Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended

L ENGINES, &c. — Type of Engines *Stationary Diesel Oil Engine (Type 1429)* 2 or 4 stroke cycle Single or double actingMaximum pressure in cylinders *35 kg/cm²* Diameter of cylinders *290 mm* Length of stroke *410 mm* No. of cylinders *1* No. of cranks *1*Span of bearings, adjacent to the Crank, measured from inner edge to inner edge *454 mm* Is there a bearing between each crankRevolutions per minute *275 mm* Flywheel dia. *1400 mm* Weight *1185 kg* Means of ignition *Compression* Kind of fuel used *Crude oil*Crank Shaft, dia. of journals *164 mm* as per Rule *165* Crank pin dia. *165 mm* Crank Webs Mid. length breadth *220 mm* Thickness parallel to axisFlywheel Shaft, diameter *as fitted* Intermediate Shafts, diameter *as fitted* Thrust Shaft, diameter at collars *as fitted*Screw Shaft, diameter *as fitted* Is the tube screw shaft fitted with a continuous linerBronze Liners, thickness in way of bushes *as per Rule* Thickness between bushes *as fitted* Is the after end of the liner made watertight in the

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

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

two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after

of the tube shaft Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched *yes* Means of lubricationThickness of cylinder liners *none fitted* Are the cylinders fitted with safety valves *yes* Are the exhaust pipes and silencers water cooled or lagged with

conducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Suction Water Pumps, No. *1* Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size How driven

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

two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Holds, &c. — In Machinery Spaces

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces

from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

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

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

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

at pipes pass through the bunkers How are they protected

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

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

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

partment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

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

Air Compressors, *None fitted* No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Suctioning Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted

RECEIVERS: — Is each receiver, which can be isolated, fitted with a safety valve as per Rule *yes*the internal surfaces of the receivers be examined *yes* What means are provided for cleaning their inner surfaces *mudhole 120 mm*are a drain arrangement fitted at the lowest part of each receiver *yes*Pressure Air Receivers, *None fitted, solid injection* Cubic capacity of each Internal diameter thickness

ess, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

ing Air Receivers, No. *1* Total cubic capacity *100 litres* Internal diameter *340 mm* thickness *15 mm*ess, lap welded or riveted longitudinal joint *lap welded* Material *S.M. Steel* Range of tensile strength *38 kg/cm²* Working pressure by Rules *5 kg/cm²*

IS A DONKEY BOILER FITTED?

PLANS. Are approved plans forwarded hereunto for Shifting *E 27.4.25.*
(If not, state date of approval)

If so, is a report now forwarded?

Receivers *25.10.26.* Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR as per list, approved on the 4th Feb. 1926. will be inspected when machinery is being fitted in ship.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops - - *27, 19, 22, 24, 30, 1, 8 1930*
During erection on board vessel - -
Total No. of visits *in shop 6.*

Dates of Examination of principal parts—Cylinders *with* Covers *29, 30* Pistons *30, 30* Rods *27, 19, 30* Connecting rods *1, 2, 3*
Crank shaft *22, 24, 30, 30* Flywheel shaft Thrust shaft Intermediate shafts Tube shaft
Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts *in shop 29*

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions *in shop 29*
Crank shaft, Material *S. M. Steel* Identification Mark *LLOYD'S N: 5916 AT 30.7.30* Flywheel shaft, Material Identification Mark
Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks
Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

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

Is this machinery duplicate of a previous case *yes* If so, state name of vessel *see item report no. 3225.*

General Remarks (State quality of workmanship, opinions as to class, &c.)

I am of opinion that this engine is of superior material and workmanship and as it has been designed and constructed under special survey, I have respectfully to submit that it be approved as auxiliary to a classed main engine.

This Engine has been fitted on board the M.V. PEIK Messrs Armstrong Whitworth's vessel No 1057. C. Beckett.

The amount of Entry Fee ... £ : : When applied for, 11.8. 1930.
Special ... *218:40* : :
Donkey Boiler Fee ... £ : : When received, 17/10/30
Travelling Expenses (if any) *28:00* : :
Total *246:40*
Committee's Minute *TUE. 30 SEP 1930*
Assigned *See NWC 76 No. 86553*

Acting *K. J. Andersson*
Engineer Surveyor to Lloyd's Register of Shipping