

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 3303

27 SEP 1930

Received at London Office

14 AUG 1930

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

Port of *Skon*No. in Survey held at *Nickla Skon. Skon.*

Date, First Survey 27 Jan. 1930

Last Survey 2 Aug. 1930

Number of Visits 6

No. on the *81065* Single *Triple* Screw vessel*M.V. PEIK.*Tons *Gross 6099*
*Net 3592*Built at *Walker*By whom built *Thos. & N.G. Armstrong Whitworth & Co. Ltd.* Yard No. *1057* When built *1930*Engines made at *Stockholm*By whom made *Alfred. Atlas Diesel* Engine No. *82365* When made *1930*

Boilers made at

By whom made Boiler No. When made

Horse Power *50*Owners *Sir W. G. Romberg, Whitworth & Co. Ltd.* Port belonging to *Newcastle on Tyne*Horse Power as per Rule *23*

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*Position of bearings, adjacent to the Crank, measured from inner edge to inner edge *454 mm* Is there a bearing between each crank *Yes*Revolutions per minute *275* Flywheel dia. *1400 mm* Weight *1185 kg* Means of ignition *Compression* Kind of fuel used *Crude Oil*Crank Shaft, dia. of journals *as per Rule 104 mm* Crank pin dia. *165 mm* Crank Webs *Mid. length breadth 280 mm* Thickness parallel to axis *shrunk*Flywheel Shaft, diameter *as fitted 165 mm* Intermediate Shafts, diameter *as per Rule* Thrust Shaft, diameter at collars *as per Rule*Main Shaft, diameter *as fitted* Screw Shaft, diameter *as per Rule* Is the *tube* shaft fitted with a continuous liner *Yes*Cylinder 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 thePropeller 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 or other appliance fitted at the after*

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 withConducting 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

Bilge Pumps worked from the 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

Pumps, No. and size:—In Machinery Spaces

Holds, &c.

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

How are they protected

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

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

Department 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 20 mm*Are a drain arrangement fitted at the lowest part of each receiver *Yes*Pressure Air Receivers, *None fitted* Cubic capacity of each Internal diameter thickness

Material Range of tensile strength Working pressure by Rules

Suctioning Air Receivers, No. *1* Total cubic capacity *100 litres* Internal diameter *340 mm* thickness *15 mm*Material *S.M. Steel* Range of tensile strength *38 kg/cm²* Working pressure by Rules *50 kg/cm²*Material *S.M. Steel* Range of tensile strength *38 kg/cm²* Working pressure by Rules *50 kg/cm²*

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

Receivers *25.10.26*

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR *as per list approved on the 4th Febr. 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 - - *27/1, 19/2, 22/5, 12/7, 2/8 1930*
During erection on board vessel - -
Total No. of visits *in shop 6*

Dates of Examination of principal parts—Cylinders *with* Covers *12/7 30* Pistons *17/7 30* Rods *✓* Connecting rods *27/7, 19/2*
Crank shaft *22/5, 12/7 30* Flywheel shaft Thrust shaft Intermediate shafts Tube shaft
Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts
Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions *in shop*

Crank shaft, Material *S.M. Steel* Identification Mark *LLOYD'S N:0 5215 A.I. 17.7.30A* 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 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 Thomsen Armstrong Whitworth vessel No 1057.

L. Desbrett

Certificate (if required) to be sent to
(The Surveyors are requested not to write only below the space for Committee's Minute.)

The amount of Entry Fee ... £ :
Special ... *41.218:40* :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) *28:00* :
Total *41.246:40*

When applied for, *11.8.1930*
When received, *17/10/30*

Committee's Minute

Assigned

See Nur. 26. 86253

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



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