

## REPORT ON OIL ENGINE MACHINERY.

No. 14509

-2 MAR 1931 JUN 1931

Date of writing Report

10

When handed in at Local Office

18/2/31

Port of

Received at London Office

Antwerp

No. in Survey held at

Ghent

Date, First Survey

2-7-30

Last Survey

20-1-

1931

Reg. Book.

Number of Visits

17

on the

Single  
Triple  
Quadruple

Screw vessel

S/S Peruvia

Tons

Gross  
Net

Built at

Greenock

By whom built

Scotts J.B. &amp; C. Ltd

Yard No.

557

When built

1931

Engines made at

Ghent

By whom made

Societe d'Electricite de Belgique  
Fouquet Thomson

Engine No.

4196

When made

1931

Donkey Boilers made at

By whom made

Boiler No.

When made

Brake Horse Power

Each 750 Total 3000

Owners

Port belonging to

Nom. Horse Power as per Rule

888

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended

192 4 sets of Engines

OIL ENGINES, &c.—Type of Engine (4 of) Ingersoll Rand. 2 or 4 stroke cycle 45 Single or double acting Single

Maximum pressure in cylinders

540 lb.

Diameter of cylinders

495 mm

Length of stroke

610 mm

No. of cylinders

6 x 4

No. of cranks

6

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

559 mm

Is there a bearing between each crank

Yes

Revolutions per minute

225

Flywheel dia.

2270 mm

Weight

4.980 lb

Means of ignition

Solid Inject.

Kind of fuel used

Fuel oil

Crank Shaft, dia. of journals

as per Rule

280 mm

Crank pin dia.

292 mm

Crank Webs

Mid. length breadth

405 mm

Thickness parallel to axis

shrink

Thickness around eyehole

Flywheel Shaft, diameter

as per Rule

260-280 mm

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust Shaft, diameter at collars

as per Rule

as fitted

Tube Shaft, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the { tube } shaft fitted with a continuous liner { screw }

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per Rule

as fitted

Is the after end of the liner made watertight in the

propeller 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

end 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 non reversible

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

Means of lubrication

Forced Lubrication

Thickness of cylinder liners

none

Are the cylinders fitted with safety valves

yes

Are the exhaust pipes and silencers water cooled or lagged with

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

Cooling Water Pumps, No.

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

Ballast Pumps, No. and size

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

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

Pumps, No. and size:—In Machinery Spaces

In Holds, &amp;c.

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

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

Are the Bilge Suctions in the Machinery Spaces

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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are 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

Are 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

What pipes pass through the bunkers

How are they protected

What pipes pass through the deep tanks

Have they been tested as per Rule

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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

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

Main Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Small Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Scavenging Air Pumps, No.

Diameter

Stroke

Driven by

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Can the internal surfaces of the receivers be examined

What means are provided for cleaning their inner surfaces

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

High Pressure Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

The foregoing is a correct description,  
SOCIÉTÉ D'ÉLECTRICITÉ & DE MÉCANIQUE  
PROCÉDÉS THOMSON-HOUSTON & CARELS

Manufacturer.

Le Directeur Administratif Le Directeur des Usines  
Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - -  
Total No. of visits

Dates of Examination of principal parts—Cylinders 2/7/30-5/9/30 22/10/30 8/8/30 15/10/30 Pistons 4/4/30-2/4/30 Rods 30/1/30-24/6/30  
Crank shaft 28/8/30-18/4/30 Flywheel shaft 2/4/30-15/7/30 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

Crank shaft, Material S.M. Steel Identification Mark F.L.R. J.D. Flywheel shaft, Material S.M. Steel Identification Mark F.L.R.  
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 M.V. "Winkler."

General Remarks (State quality of workmanship, opinions as to class, &c.) The four motors have been constructed

under survey. The materials tested in accordance with the Society's Rules. All cylinder water-jackets and cylinder covers have been tested by hydraulic pressure as per rule requirements and found same tight. The workmanship is good and the motors have been tried under working conditions in the Works. The machinery was afterwards opened out and examined and found all in good condition. The machinery is eligible in my opinion to be classed in the Society's Register Book and to have the record of it in M.C. with date when fitted and tried on board the vessel

Marks on crank shafts: Gl. No.

Marks on Motor Bed plate.

220YD'S. N: 3656-J.D. 11.4.30

4196-4201

220YD'S. 22-10-30 F.L.R.

220YD'S. N: 561-F.L.R. 18.4.30

4202-4207

" 7-11-30 "

" N: 600 F.L.R. 28.8.30

4208-4213

" 2-12-30 "

" N: 601 F.L.R. 28.8.30

4214-4219

" 22-12-30 "

The amount of Entry Fee ... £ 13166.50 When applied for,  
Special ... £ 14-2-1931  
Donkey Boiler Fee ... £ 20- When received,  
Travelling Expenses (if any) £ 1134- 18-2-1931

Committee's Minute GLASGOW 9 - JUN 1931

Assigned + L.M.C. 631 on 19th Oct. 1932

J.L. Rabey  
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation