

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 15 JUN 1929

Date of writing Report

10

When handed in at Local Office

14 JUNE 1929 Port of

LIVERPOOL

No. in Survey held at

Birkenhead

Reg. Book.

2622 on the

S.S. 'Peveril'

Date, First Survey 12<sup>th</sup> February

Last Survey

5<sup>th</sup> June 1929

(Number of Visits 49)

Gross 798.

Net 320.

Built at Birkenhead

By whom built

Cammell Laird &amp; Co. Ltd

Yard No. 957

When built 1929

Engines made at Birkenhead

By whom made Cammell Laird &amp; Co. Ltd

Engine No. 957

when made 1929

Boilers made at Birkenhead

By whom made Cammell Laird &amp; Co. Ltd

Boiler No. 957

when made 1929

Registered Horse Power

Owners Isle of Man Steam Pk. Co.

Port belonging to Douglas, I.M.

Nom. Horse Power as per Rule 208

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Coasting

ENGINES, &c.—Description of Engines *Vertical Triple Expansion* Revs. per minute 145  
 Dia. of Cylinders *16 1/2", 27", 45"* Length of Stroke *27"* No. of Cylinders *3* No. of Cranks *3*  
 Crank shaft, dia. of journals *as per Rule 8.6"* Crank pin dia. *9 1/4"* Crank webs *Mid. length breadth 17 3/4"* Thickness parallel to axis *5 3/4"*  
 Intermediate Shafts, diameter *as per Rule 8.15"* Thrust shaft, diameter at collars *as per Rule 8.6"* Thickness around eye-hole *4 1/4"*  
 Tube Shafts, diameter *as per Rule 9.22"* Is the *tube* shaft fitted with a continuous liner *No liner*  
 Screw Shaft, diameter *as per Rule 9 1/2"* Is the *screw* shaft fitted with a continuous liner *No liner*  
 Bronze Liners, thickness in way of bushes *as per Rule 8.6"* Thickness between bushes *as per Rule 8.6"* Is the after end of the liner made watertight in the propeller boss *Yes*  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner *Yes*  
 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 *Yes*  
 If two liners are fitted, is the shaft lapped or protected between the liners *Yes* Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft *Yes*  
 If so, state type *Cedural* Length of Bearing in Stern Bush next to and supporting propeller *3' 4 1/4"*  
 Propeller, dia. *9' 9"* Pitch *10' 0"* No. of Blades *4* Material *Bronze* whether Moveable *No* Total Developed Surface *38.4* sq. feet  
 Feed Pumps worked from the Main Engines, No. *none* Diameter *3"* Stroke *15"* Can one be overhauled while the other is at work *Yes*  
 Bilge Pumps worked from the Main Engines, No. *one* Diameter *3"* Stroke *15"* Can one be overhauled while the other is at work *Yes*  
 Feed Pumps No. and size *2 main feed 1 1/2" 2 1/2" 1 1/2" 1 1/2"* Pumps connected to the Main Bilge Line *Yes* No. and size *one ballast pump 8" x 8" x 8" one 8" service pump 8" x 6" x 10"*  
 How driven *Steam* How driven *Steam*  
 Ballast Pumps, No. and size *one 8" x 8 1/2" x 8"* Lubricating Oil Pumps, including Spare Pump, No. and size *1 1/2" x 1 1/2"*  
 Are two independent means arranged for circulating water through the Oil Cooler *Yes* Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room *Two 2 1/2" Engine R. — two 2 1/2" one 2 1/2" boiler room*  
 In Holds, &c. *one 2" chain locker, two 2 1/2" for hold, two 2" aft hold, tunnel 2 1/4"*

Main Water Circulating Pump Direct Bilge Suctions, No. and size *one 6"* Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *one 3"*  
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes *Yes*  
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges *Yes*  
 Are all Sea Connections fitted direct on the skin of the ship *Yes* Are they fitted with Valves or Cocks *both*  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates *Yes* Are the Overboard Discharges above or below the deep water line *above*  
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel *Yes* Are the Blow Off Cocks fitted with a spigot and brass covering plate *Yes*  
 What Pipes pass through the bunkers *none* How are they protected *Yes*  
 What pipes pass through the deep tanks *Yes* Have they been tested as per Rule *Yes*  
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *Yes*  
 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 *Yes* Is the Shaft Tunnel watertight *Yes* Is it fitted with a watertight door *Yes* worked from *S.R.*

MAIN BOILERS, &c.—(Letter for record *(T)*) Total Heating Surface of Boilers *43400*  
 Is Forced Draft fitted *no* No. and Description of Boilers *Two Cyl. Multitub. 2 1/2"* Working Pressure *200 lb*  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? *Yes*  
 IS A DONKEY BOILER FITTED? *no* If so, is a report now forwarded? *Yes*  
 PLANS. Are approved plans forwarded herewith for Shafting *Yes* Main Boilers *Yes* Auxiliary Boilers *Yes* Donkey Boilers *Yes*  
 H.L.S. Valves *Yes* (If not state date of approval) General Pumping Arrangements *Yes (two)* Oil fuel Burning Piping Arrangements *Yes*  
 Superheaters *Yes*

SPARE GEAR. State the articles supplied:—

1 Pair Crank pin bushes, 2 Pairs connecting Rod Bushes, 2 Main Bearing Bolts  
 4 Connecting Rod bolts, 8 Coupling Bolts, 3 sets of Bilge pump valves & seats  
 50 Condenser tubes, 100 sets packing for condenser tube ends, 1 spring for each  
 size of Escape Valve. 1 Air pump rod, 1 set of pump valves, 2 eccentric straps  
 with bolts, 100 Condenser Ferrules, 1 Impeller for centrifugal pump, 1 set of  
 Feed pump valves & seats, 1 set of safety valves springs for one boiler, 18 Pin  
 & 6 Stay tubes, One tenth of total number of Tiebars, 150 assorted iron  
 bolts, nuts & washers, 12 Brass bolts & nuts assorted. All as per attached  
 list.

The foregoing is a correct description,

CAMMELL LAIRD AND COMPANY LIMITED

J. W. Cammell

Manufactured

009083 - 009093 - 0054



© 2021

Lloyd's Register Foundation



PILLARS, No.

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Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - -  
Total No. of visits

Feb 12. 14. 18. 20. 21. 22. 25. 26. 27. 28.  
Apr 2. 5. 8. 10. 12. 15. 16. 18. 19. 20. 21. 23. 24. 25. 26. 30.  
49.

March 1. 4. 6. 8. 11. 15. 18. 19. 20. 21. 25. 26.  
May 1. 3. 7. 10. 15. 16. 17. 22. 24. 29.  
June 5.

Dates of Examination of principal parts—Cylinders  
Pistons 2/4/29 11/3/29 18/3 25/3 16/4 27/3/29 11/3 25/3 24/3/29 Slides 2/4/29  
Piston Rods 19/3/29 16/4  
Crank shaft 11/3/29 18/3 25/3 16/4 Thrust shaft 18/3/29 16/4  
Tube shaft 12/4/29 20/4 Screw shaft 18/3/29 12/4 16/4  
Stern tube 12/4/29 20/4 Engine and boiler seatings 19/4/29 16/4  
Completion of fitting sea connections 19/4 23/4  
Completion of pumping arrangements 16/5/29  
Main boiler safety valves adjusted 22/5/29  
Boilers fixed 7/5/29  
Crank shaft material steel Identification Mark 1282  
Thrust shaft material steel Identification Mark 1313  
Intermediate shafts, material steel Identification Mark 1350  
Tube shaft, material steel Identification Mark 1313  
Screw shaft, material steel Identification Mark 1350  
Steam Pipes, material steel Test pressure 600 lbs  
Is an installation fitted for burning oil fuel no  
Is the flash point of the oil to be used over 150°F.  
Have the requirements of the Rules for the use of oil as fuel been complied with  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo no  
If so, have the requirements of the Rules been complied with  
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 vessel's Machinery has been constructed under special Survey and in accordance with the Rules and the approved plans. The workmanship is good, and on completion, it was examined under full working conditions during sea trials, and found satisfactory. It is now eligible in my opinion for record of 4 L.M.C. 6.29 in Register book.

It is submitted that this vessel is eligible for THE RECORD. 4 L.M.C. 6.29 O.G.

4 Km  
18.6.29.

J. S. Millett  
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 4 : 0 : 0  
Special ... £ 52 : 0 : 0  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 14 JUNE 1929  
When received, 25.6.29  
Committee's Minute  
Assigned  
LIVERPOOL 14 JUNE 1929  
+ L.M.C. - 6.29. O.G.

CERTIFICATE WRITTEN

Has the Steel been tested as required