

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 15 JUN 1929

Date of writing Report 14 JUNE 1929 When handed in at Local Office 14 JUNE 1929 Port of LIVERPOOL
 No. in Survey held at Birkenhead Date, First Survey 12th February Last Survey 5th June 1929
 Reg. Book. 2622 on the S.S. 'Peveril' (Number of Visits 49) Gross Tons 798
 Net Tons 320
 Built at Birkenhead By whom built Cammell Laird & Co Ltd Yard No. 957 When built 1929
 Engines made at Birkenhead By whom made Cammell Laird & Co Ltd Engine No. 957 when made 1929
 Boilers made at Birkenhead By whom made Cammell Laird & Co Ltd Boiler No. 957 when made 1929
 Registered Horse Power 208 Owners Isle of Man Steam Pk Co Port belonging to Douglas S.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" as fitted 8 3/8" Thrust shaft, diameter at collars as per Rule 8.6" as fitted 9 3/8" Thickness around eye-hole 4 1/4"
 Tube Shafts, diameter as per Rule 9.22" as fitted 9 1/2" Is the tube shaft fitted with a continuous liner no liner
 Screw Shaft, diameter as per Rule 9.22" as fitted 9 1/2"
 Bronze Liners, thickness in way of bushes as per Rule 8.6" as fitted 8 3/8" Thickness between bushes as per Rule 8.6" as fitted 8 3/8" 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 Yes

Propeller, dia. 9' 9" Pitch 10' 0" No. of Blades 4 Material Bronze whether Moveable no Length of Bearing in Stern Bush next to and supporting propeller 3' 4 1/4" 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 Gen. Service Pumps connected to the Main Bilge Line one ballast pump 8" x 8" x 8" one Gen. Service 9" 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 one 2 1/2" x 2 1/2" x 2 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 1/4" 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 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers Two Cyl. Multitub. 2 3/8" Working Pressure 200 lb sq. in.
 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)
 Superheaters Yes General Pumping Arrangements Yes (two) Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—
1 Pair Crank pin brasses, 2 Pairs connecting Rod Brasses, 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 Manufacturer.

009083 - 009093 - 0054



NOTE.—The words which do not apply should be crossed out.

1823P

PILLARS, No. 1823P

Dates of Survey while building

During progress of work in shops - - Feb 12, 16, 18, 20, 21, 22, 25, 26, 27, 28.

During erection on board vessel - - Apr 2, 5, 8, 10, 12, 15, 16, 18, 19, 20, 21, 23, 24, 25, 26, 30.

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.

Total No. of visits 49.

Dates of Examination of principal parts—Cylinders 27/3/29 11/3 19/3 25/3 24/3/4 Slides 2/4/29

Pistons 2/4/29 Piston Rods 19/3/29 Covers 25/3/29 24/3/29

Crank shaft 11/3/29 18/3 25/3 16/4 Thrust shaft 18/3/29 16/4 Connecting rods 19/3/29

Tube shaft 11/3/29 18/3 25/3 16/4 Screw shaft 18/3/29 12/4 Intermediate shafts 18/3 16/4

Stern tube 12/4/29 20/4 Engine and boiler seatings 19/4/29 Propeller 23/4/29

Completion of fitting sea connections 19/4 23/4 Engines holding down bolts 7/5/29

Completion of pumping arrangements 16/5/29 Boilers fixed 7/5/29 Engines tried under steam 29/5/29

Main boiler safety valves adjusted 22/5/29 Thickness of adjusting washers 27/5/29 25/5/29 11/32 24/5/29 5 3/8

Crank shaft material *Steel* Identification Mark 1282 Thrust shaft material *Steel* Identification Mark 1313

Intermediate shafts, material *Steel* Identification Marks 1421 1356 1348 Tube shaft, material *Steel* Identification Mark

Screw shaft, material *Steel* Identification Mark 1350 Steam Pipes, material *Steel* Test pressure 600 lbs Date of Test 6/5/29

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 + L.M.C. 6.29 in Register book.

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

Y. R. M.
18.6.29.

J. J. Milton
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 LIVERPOOL 14 JUNE 1929

Assigned + L.M.C. - 6.29. O.C.

CERTIFICATE WRITTEN



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PILLARS, No. 1823P

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Certificate to be sent to Liverpool

The Surveyors are requested not to write on or below the space for Committee's Minute.

Has the Steel been tested as required?