

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

-1 SEP 1927

Received at London Office

Date of writing Report 27 Aug 1927 When handed in at Local Office 19 Port of Rotterdam
 Date, First Survey 20 Juli '27 Last Survey 25 Aug 1927
 No. in Survey held at Schiedam Number of Visits 9
 on the S.S. "Peradovic"
 Built at Yegesack By whom built Bremer Vulcan Yard No.
 Engines made at Yegesack By whom made Bremer Vulcan Engine No. 499 When built 1907
 Boilers made at Yegesack By whom made Bremer Vulcan Boiler No. 154/156 when made 1907
 Registered Horse Power ?? Owners Jugoslavensko Amerikanska Plovilna belonging to Cplit.
 Nom. Horse Power as per Rule 535.519 Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted Yes
 Trade for which Vessel is intended General Trade

ENGINES, &c.—Description of Engines Vertical Quadruple expansion. Revs. per minute
 Dia. of Cylinders 24-34-50-71 1/2" Length of Stroke 53 1/2" No. of Cylinders 4 No. of Cranks 4
 Crank shaft, dia. of journals 15" as per Rule 14.55" Crank pin dia. 15" Crank webs 10" Mid. length breadth 10" Thickness parallel to axis 7 1/2"
 Intermediate Shafts, diameter 14" as per Rule 13.85" Thrust shaft, diameter at collars 14 1/4" as per Rule 14.55"
 Main Shafts, diameter 16.07" as per Rule 16" Is the tube shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes 17.50" as per Rule 17.50" Thickness between bushes ? 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 ?
 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 5'4"
 Propeller, dia. 10'3" Pitch 10'5" No. of Blades 4 Material Bronze whether Moveable ? Total Developed Surface ? sq. feet
 Main Pumps worked from the Main Engines, No. 2 Diameter 3'5" Stroke 27" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 27" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 1 a 6" x 4 1/2" x 6"; 1 a 110 x 150 x 150 Pumps connected to the { No. and size 1 a 8" x 10" x 20"; 1 a 120 x 150 x 150
 How driven Steam driven Main Bilge Line How driven Steam driven
 Ballast Pumps, No. and size 1 a 8" x 10" x 20"; 1 a 120 x 150 x 150 Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 2 a 3 1/2"; 2 a 4"; 1 a 3 1/2"
 Holds, &c. No I hold 2 a 3 1/2"; No II hold 2 a 3 1/2"; No III hold 2 a 3 1/2";
No IV hold 2 a 3 1/2"; No V hold 2 a 3 1/2"; Tunnelwell 1 a 3 1/2"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 a 6 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 a 3 1/2" 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 No
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Valves & Cocks
 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 are carried through the bunkers Bilge pipes How are they protected Timberboards
 Do the 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 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 top grating

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers
 Forced Draft fitted Yes No. and Description of Boilers 3 Multitubular Working Pressure
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓
 PLANS. Are approved plans forwarded herewith for Shafting No Main Boilers No Auxiliary Boilers No Donkey Boilers No
 Superheaters No General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements No

SPARE GEAR. State the articles supplied:—
 1 set connecting rod brasses.
 1 crosshead brasses.
 1 crankshaft.
 1 slide valve spindle.
 1 main bearing bolts.
 1 Bolts for intermediate shafts.
 1 Pump link (Pump side).
 1 set piston rings for 1st M.P. piston.
 1 Eccentric sheave.
 1 Claspump bucket rod.
 1 screw shaft.
 1 Bolts for crankshaft.
 1 Pump link (Engine side).
 1 L.P. piston ring.
 1 set 2nd M.P. piston rings.
 A quantity of assorted bolts and nuts.
 1 stop bottom end bolts.
 1 set feed water valves.

The foregoing is a correct description,

Manufacturer.

RETAIN

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 Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings Engines holding down bolts
Completion of pumping arrangements Boilers fixed Engines tried under steam 25-0-27
Main boiler safety valves adjusted 25-0-27 Thickness of adjusting washers 12-6^m; 10¹/₂-17^m; 16-16^m
Crank shaft material Identification Mark Thrust shaft material Identification Mark
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test
Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150° F.
Have the requirements of the Rules for carrying and burning oil fuel been complied with
Is this machinery duplicate of a previous case If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)
I am of opinion that this vessel is eligible to be classified in the Society's register book with the record of L.M.C. 3-27 previously recommended.

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

The amount of Entry Fee ... £
Special ... 30
Donkey Boiler Fee ... £
Travelling Expenses (if any) £
When applied for, 23.9.27
When received, 4.10.27

Y. M. Wright
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 20 SEP 1927
Assigned See other report
Ref. 16722

FRI. 21 JUN 1929
FRI. 18 MAY 1928
FRI. 28 OCT 1927
TUES. 22 MAY 1928
FRI. 24 AUG 1928
TUE. 10 NOV 1929
FRI. 28 JUN 1929
Lloyd's Register Foundation