

REPORT ON OIL ENGINE MACHINERY.

27 SEP 1930 No. 3304

Received at London Office 14 AUG 1930

Date of writing Report 11 Aug. 1930 When handed in at Local Office 19 Port of *Skon.*
No. in Survey held at *Sickla Skon. Sisti.* Date, First Survey 27 Jan. 1930 Last Survey 2 Aug. 1930
Reg. Book. 81065 on the *Single* Screw vessel *M.V. PEIK.* Number of Visits 6
Triple
Quadruple

By whom built *Messrs. S. G. Armstrong Whitworth & Co. Ltd.* Ward No. 1057 When built 1930
By whom made *M. H. A. Diesel* Engine No. 80366 When made 1930
By whom made Boiler No. When made
Owners *Sir W. G. Armstrong Whitworth & Co. Ltd.* Port belonging to *Newcastle on Tyne*
Brake Horse Power 50
Nom. Horse Power as per Rule 93 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended
Type of Engines *Stationary Diesel Oil Engine (Type 1429)* 2 or 4 stroke cycle Single or double acting
Maximum pressure in cylinders *35 kg/cm²* Diameter of cylinders *290 mm* Length of stroke *410 mm* No. of cylinders 1 No. of cranks 1
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge *454 mm* Is there a bearing between each crank
Revolutions per minute *275 mm* Flywheel dia. *1400 mm* Weight *1185 kg* Means of ignition *Compression* Kind of fuel used *buile oil*
Crank Shaft, dia. of journals *164 mm* as per Rule *165 mm* as fitted Crank pin dia. *165 mm* Crank Webs Mid. length breadth *220 mm* Thickness parallel to axis
Flywheel Shaft, diameter *The flywheel is fitted on the crank shaft* Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
Screw Shaft, diameter as fitted Is the tube screw shaft fitted with a continuous liner

Is the after end of the liner made watertight in the
Thickness in way of bushes as per Rule Thickness between bushes as fitted
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
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
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 Is a governor or other arrangement fitted to prevent racing of the engine when declutched *yes* Means of lubrication
Thickness of cylinder liners *none fitted* Are the cylinders fitted with safety valves *yes* Are the exhaust pipes and silencers water cooled or lagged with
conducting 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. / Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Suction Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Suction 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
Suctions, No. and size:—In Machinery Spaces
Holds, &c.
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

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
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
How are they protected
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 Shaft Tunnel watertight Is it fitted with a watertight door worked from
Are means provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
No. of stages Diameters Stroke Driven by
No. of stages Diameters Stroke Driven by
No. of stages Diameters Stroke Driven by
Diameter Stroke Driven by

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule *yes*
Are the internal surfaces of the receivers be examined *yes* What means are provided for cleaning their inner surfaces *mudhole 120 mm*
Are there a drain arrangement fitted at the lowest part of each receiver *yes*
Pressure Air Receivers, *None fitted, solid injection* Cubic capacity of each Internal diameter thickness
Material Range of tensile strength Working pressure by Rules
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 *5 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 Feb. 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 -- During erection on board vessel -- Total No. of visits	<i>27/1, 19/2, 22/5, 29.30/7, 2/8 1930</i>
	<i>in shop 6.</i>
	in shop 6.

Dates of Examination of principal parts—Cylinders *with* Covers *29.30/7 30* Pistons *30/7 30* Rods Connecting rods *1, 2, 3*

Crank shaft *22/5, 29.30/7 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 29/7*

Crank shaft, Material *S.M. Steel* Identification Mark **LLOYD'S N: 0 5916 AI 30.7.30** 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 as 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 Messrs Armstrong Whitworth's vessel No 1057. C. Beckett.

Certificate (if required) 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 ... £	:	:	When applied for,
Special ...	72	18 : 40	11.8. 1930
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) ...	28	: 00	17/10/30
Total ...		246 : 40	

Committee's Minute

Assigned

See NWC 76 No. 86553



© 2020

Lloyd's Register Foundation

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