

Rpt. 4b

# REPORT ON OIL ENGINE MACHINERY.

No. 3303  
27 SEP 1930  
14 AUG 1930

Received at London Office

Date of writing Report 11 Aug. 1930 When handed in at Local Office 19

Port of *Stam.*  
Date, First Survey 27 Jan. 1930

Last Survey 2 Aug. 1930  
Number of Visits 6

No. in Survey held at *Nickla Sten. Dist.*  
eg. Book. *81065*

Single *Triple* Screw vessel *M.V. PEIK.*

Tons <sup>Gross</sup> 6099  
<sub>Net</sub> 3592

built at *Walker.*  
Engines made at *Stockholm*

By whom built *Messrs. U.G. Armstrong Whitworth & Co. Ltd.* Yard No. 1057 When built 1930  
By whom made *Ateliers. Atlas Diesel* Engine No. 80365 When made 1930

Monkey Boilers made at  
Horse Power 50

By whom made  
Boiler No. When made

nom. Horse Power as per Rule 23  
Trade for which vessel is intended

Owners *Sir W. G. Romberg, Whitworth & Co. Ltd.* Port belonging to *Newcastle on Tyne*  
Is Refrigerating Machinery fitted for cargo purposes  
Is Electric Light fitted

Oil ENGINES, &c. Type of Engines *Stationary Diesel Oil Engine (Type 1429)* 2 or 4 stroke cycle Single or ~~double~~ acting

Maximum pressure in cylinders 35 kg/cm<sup>2</sup> Diameter of cylinders 290 mm Length of stroke 410 mm No. of cylinders 1 No. of cranks 1  
Position 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 Flywheel dia. 1400 mm Weight 1185 kg Means of ignition *Compression* Kind of fuel used *Crude Oil*  
Crank Shaft, dia. of journals as per Rule 104 mm Crank pin dia. 165 mm Crank Webs Mid. length breadth 98 mm Thickness parallel to axis  
Flywheel Shaft, diameter as fitted 165 mm Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule

Propeller Shaft, diameter as fitted  
Screw Shaft, diameter as per Rule as fitted Is the { tube } shaft fitted with a continuous liner { screw }

Cylinder Liners, thickness in way of bushes as per Rule Thickness between bushes 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 Is a governor or other arrangement fitted to prevent racing of the engine when declutched 400 Means of lubrication

Thickness of cylinder liners *none fitted* Are the cylinders fitted with safety valves 400 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

Boiling Water Pumps, No. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel  
Boiling Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Boiling Pumps connected to the Main Bilge Line { No. and Size } How driven  
Boiling Pumps, No. and size 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  
Pumps, No. and size:—In Machinery Spaces

Folds, &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  
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  
Do pipes pass through the bunkers How are they protected

Do 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  
department to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork  
No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by  
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Boiling Air Pumps, No. Diameter Stroke Driven by  
Auxiliary Engines crank shafts, diameter as per Rule as fitted

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule 400  
Are the internal surfaces of the receivers be examined 400 What means are provided for cleaning their inner surfaces *mudhole 20 mm*

Are there a drain arrangement fitted at the lowest part of each receiver 400  
Pressure Air Receivers, *None fitted solid injection* Cubic capacity of each Internal diameter thickness

Are they lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules  
Boiling Air Receivers, No. 1 Total cubic capacity 100 litres Internal diameter 340 mm thickness 15 mm

Are they lap welded or riveted longitudinal joint *lap welded* Material *S.M. Steel* Range of tensile strength 38 kg/cm<sup>2</sup> Working pressure by Rules 57 kg/cm<sup>2</sup>



**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 Febr. 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--	<i>27/1, 19/2, 22/5, 19 &amp; 17/7, 2/8 1930</i>
	During erection on board vessel---	
	Total No. of visits	<i>in shop 6</i>
Dates of Examination of principal parts—Cylinders <i>with</i> Covers <i>19 &amp; 17/30</i> Pistons <i>17/30</i> Rods <input checked="" type="checkbox"/> Connecting rods <i>27/1, 19/2</i>		
Crank shaft	<i>22 19 &amp; 17/30</i>	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 <i>in shop</i>
Crank shaft, Material <i>S.M. Steel</i>	Identification Mark <b>LLOYD'S N:0 5215 A.I. 17.7.30</b>	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 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 Thomsen Amsterg Whitby vessel No 1057.*

*L. Pickett*

Certificate (if required) to be sent to  
 (The Surveyors are requested not to write only below the space for Committee's Minute.)

The amount of Entry Fee ... £	:	:	When applied for,
Special ...	<i>41.218:40</i>	:	<i>11.8. 1930</i>
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) ...	<i>28:00</i>	:	<i>17/10/30</i>
Total <i>41.246:40</i>			

Committee's Minute

Assigned

*See Nuc. 26. 86233*

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



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