

REPORT ON OIL ENGINE MACHINERY.

No. 86440

17 NOV 1930

Date of writing Report

19

When handed in at Local Office

15/11/30 Port of Newcastle-on-Tyne

No. in Survey at
Reg. Book.

Jarrow

Date, First Survey 30 April

Last Survey 7 Nov 1930

Number of Visits 41

91966(S4) on the Twin
Screw vessel

"PETER HURLL"

Tons { Gross 12043
Net 1170 6857

Built at Hebburn

By whom built Palmers Co. Ltd.

Yard No. 1000 When built 1930

Engines made at Kiel

By whom made Friedr. Krupp Germania Werft AG

Engine No. 3874 When made 1930

Donkey Boilers made at Renfrew
Lincoln

By whom made Babcock & Wilcox Ltd

Boiler No. 73/4613- When made 1930

Brake Horse Power

Owners Standard Shipping

Port belonging to

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted Yes

Trade for which vessel is intended

OIL ENGINES, &c.—Type of Engines TWIN KRUPP DIESEL

2 or 4 stroke cycle 2 Single or double acting SINGLE

Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank

Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used

Crank Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis shrunk Thickness around eyehole

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule 13.81 as fitted 14.75 Thrust Shaft, diameter at collars as per Rule as fitted

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 15.208 as fitted 15.375 Is the tube shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 769 as fitted 8125 Thickness between bushes as per rule 609 as fitted 75 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

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 No Length of Bearing in Stern Bush next to and supporting propeller 5.3

Propeller, dia. 16.0 Pitch 16.6 No. of blades 3 Material BRONZE whether Moveable YES Total Developed Surface 75 sq. feet

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication

Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with

non-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

Cooling Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel YES

Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size ONE @ 9" x 8" x 18", ONE @ 8" x 7" x 18", ONE @ 5" (CENTREX) How driven 2 OFF STEAM, 1 OFF MOTOR

Ballast Pumps, No. and size ONE 4" (CENTREX) Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler YES Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces 1 @ 3 3/4", 2 @ 2 1/2", 2 @ 3 3/4", 1 @ 5 3/4"

In Holds, &c. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5 3/4"

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces

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 platform plates YES Are the Overboard Discharges above or below the deep water line BELOW

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

What pipes pass through the deep tanks NONE 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 NONE Is it fitted with a watertight door worked from

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Main Air Compressors, No. No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Small Auxiliary Air Compressors, No. ONE No. of stages 2 Diameters 7 1/2 Stroke 5" Driven by STEAM

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule YES

Can the internal surfaces of the receivers be examined YES What means are provided for cleaning their inner surfaces MANHOLE

Is there a drain arrangement fitted at the lowest part of each receiver YES

WHISTLE High Pressure Air Receivers, No. ONE Cubic capacity of each 62 Internal diameter 2.6 thickness 3/8 2020 a

Seamless, lap welded or riveted longitudinal joint DRL Material STEEL Range of tensile strength 28 - 32 Tons Working pressure by Rules 170 LBS

Starting Air Receivers, No. Total cubic capacity Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

003298-003300-0242

IS A DONKEY BOILER FITTED? ☒ YES

If so, is a report now forwarded? ☒ YES

PLANS. Are approved plans forwarded herewith for Shafting ☒ (If not, state date of approval)

Receivers ☒

Separate Tanks ☒

Donkey Boilers ☒ YES

General Pumping Arrangements ☒ YES

Oil Fuel Burning Arrangements ☒

SPARE GEAR

See attached list.

The foregoing is a correct description,
Palmer Shipbuilding & Engineering Co., Ltd.

W. Brown

Manufacturer.

Dates of Survey while building
During progress of work in shops - - 1930 Apr. 30 May 2.5.7. July 3.25 Aug. 8.11.15.18.26.29. Sep. 2.4.8.15.17.22.23.25.26.⁽²⁾
During erection on board vessel - - Oct. 2.8.⁽²⁾ 13.15.16.17.20.21.22.23.27.28.29.30.31. Nov. 3.4.7.
Total No. of visits 41.

Dates of Examination of principal parts—Cylinders ☒ Covers ☒ Pistons ☒ Rods ☒ Connecting rods ☒
Crank shaft ☒ Flywheel shaft ☒ Thrust shaft ☒ Intermediate shafts 18.8.30 Tube shaft ☒
Screw shaft 2.4.30 18.8.30 Propellers 18.8.30 Stern tube 2.4.30 Engine seatings 15.8.30 Engines holding down bolts 2.10.30
Completion of fitting sea connections 22.7.30 Completion of pumping arrangements 23.10.30 Engines tried under working conditions 4.11.30

Crank shaft, Material ☒ Identification Mark ☒ Flywheel shaft, Material ☒ Identification Mark 3690 RWF 6/5/30
Thrust shaft, Material ☒ Identification Mark ☒ Intermediate shafts, Material STEEL Identification Marks 3690 RWF 6/5/30
Tube shaft, Material ☒ Identification Mark ☒ Screw shaft, Material STEEL Identification Mark 3690 RWF 25.4.30
3535 " 1.4.30
3550 " 4.4.30

Is the flash point of the oil to be used over 150° F. ☒

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.) The machinery has been installed on board the vessel, and is eligible in my opinion for notation of +LMC 11.30

The four donkey boilers have been fitted on board, and tested by hydraulic pressure to 400 lbs.² (water tube), and Clarksons boilers to 200 lbs.²

It is submitted that
this vessel is eligible for
THE RECORD. +LMC 11.30 C.L

Oil Engines 2 S.C.S.A 12cy 26 $\frac{3}{4}$ " - 57 $\frac{3}{16}$ "

2 W.T.D.B. - 200 lb 2 D.B. - 100 lb

N.H.P. 1496.

Thomas Napier
20/11/30.

The amount of Entry Fee ... £ 30 : 17 :
Proportion for fitting? £ : :
Special £ : :
Air Receiver 2.2. £ : :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
Committee's Minute

When applied for,
15 NOV 1930

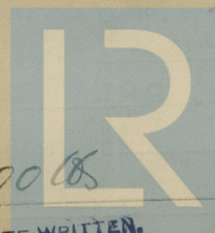
When received,
19.2.31

TUE. 25 NOV 1930

Assigned

+ Lmb 11.30 C.L.
Oil Eng. 2 W.T.D.B. - 200 lb. 2 D.B. 100 lb

Thomas Napier
Engineer Surveyor to Lloyd's Register of Shipping.



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CERTIFICATE WRITTEN.