

## REPORT ON OIL ENGINE MACHINERY.

No. 8743.

Date of writing Report 22/3 32 When handed in at Local Office 19 Port of Copenhagen Received at London Office -4 APR 1932  
No. in Survey held at Copenhagen & Odense Date, First Survey 2/2 1931 Last Survey 19/3 1932  
Reg. Book, 41766 on the Single Screw vessel "PETER MÆRSK" Number of Visits 86  
Tons Gross 5339.40 Net 3340.73

Built at Odense By whom built Odense Skibsværft Yard No. 45 When built 1931-2  
Engines made at Copenhagen By whom made A/S Binnister & Wain Engine No. 1786 When made 1931  
Donkey Boilers made at Annau By whom made Lochian & Co, Annau Ltd Boiler No. 12/42 When made 1932  
Brake Horse Power ab. 5200 983 Owners A/S "Lundborg" of "Os" af 1912, 7/5 Port belonging to Copenhagen  
Nom. Horse Power as per Rule 270 Is Refrigerating Machinery fitted for cargo purposes yes Is Electric Light fitted yes  
Trade for which vessel is intended Ocean trade, cargo and passengers 17 3/4 47 5/16

**ENGINES, &c.**—Type of Engines Vertical Direct, crosshead type, solid injection stroke cycle 2 Single or double acting double  
Maximum pressure in cylinders 42 kg/cm<sup>2</sup> Diameter of cylinders 450 mm Length of stroke 1200 mm No. of cylinders 9 No. of cranks 9  
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 704 mm Is there a bearing between each crank yes  
Revolutions per minute 115 TURNING Flywheel dia. 1902 mm Weight 1180 kg Means of ignition compression Kind of fuel used crude oil  
Crank Shaft, dia. of journals as per Rule 374.3 mm Crank pin dia. 390 mm Mid. length breadth 700 mm Thickness parallel to axis 235 mm  
Flywheel Shaft, diameter as per Rule 374.3 mm Intermediate Shafts, diameter as per Rule 14.35" Thrust Shaft, diameter at collars as per Rule 15"  
Main Shaft, diameter as per Rule 15.276" Is the tubular shaft fitted with a continuous liner yes

Copper Liners, thickness in way of bushes as per Rule 0.79" Thickness between bushes as per rule 0.6" 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 in one length  
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  
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. 17'-0" Pitch 14'-0" No. of blades 4 Material bronze whether Moveable No Total Developed Surface 91 sq. feet  
Method of reversing Engines direct reversible Is a governor or other arrangement fitted to prevent racing of the engine when disconnected yes Means of lubrication oil  
Thickness of cylinder liners 34 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with lagged  
conducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine 24 ft. from

Boiling Water Pumps, No. 2 OFF 225 TS CENTRIFUGAL Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes  
at special arrangements are made for dealing with cooling water if discharged into bilges discharged over board  
Pumps worked from the Main Engines, No. 2 Diameter 160 mm Stroke 240 mm Can one be overhauled while the other is at work yes  
Pumps connected to the Main Bilge Line { No. and Size 1 OFF 160 mm dia. & 240 mm st. / 1 OFF 150 TS/H. ROTARY / 1 OFF 6 1/2" x 6", 30 TS/H.  
How driven by main engine electrically electrically

Fast Pumps, No. and size 1 OFF ROTARY, 150 TS/H. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 4 OFF 90 TS/H. COCKWHEEL  
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 6 OFF 3" In Pump Room yes

Holds, &c. N°1 HOLD: 2 OFF 3"; N°2 HOLD: 2 OFF 3 1/2"; DEEP TANK: 2 OFF 3 1/2"; 1 OFF 3"; N°4 HOLD: 2 OFF 3"; N°5 HOLD: 2 OFF 3"; TUNNEL WELL: 1 OFF 3"  
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 OFF 6" 1 OFF 3 1/2"  
all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces yes  
from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes

all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Valves  
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 above  
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  
at pipes pass through the bunkers yes How are they protected yes  
at pipes pass through the deep tanks 3 OFF 3"; 2 OFF 3 1/2" BILGE SUCTIONS Have they been tested as per Rule yes

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes  
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  
partment to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from upper deck  
wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork yes

in Air Compressors, No. 3 No. of stages 2 Diameters A 280 - 250 mm Stroke 190 mm Driven by auxiliary Diesel engine  
Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 100 - 45 mm Stroke 100 mm Driven by hand  
Suctioning Air Pumps, No. 2 OFF ROTARY CAPACITY 233 M<sup>3</sup>/MIN. EACH Driven by main motor  
Auxiliary Engines crank shafts, diameter as per Rule 130 mm No. 2 OFF 2 CYL, 1 OFF 1 CYL 2 S.C.S.A. 220 mm dia.  
as fitted 150 mm Position engine room 370 mm st. x 320 mm R/H

**RECEIVERS:**—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes  
the internal surfaces of the receivers be examined and cleaned yes Is a drain fitted at the lowest part of each receiver yes  
Pressure Air Receivers, No. 1 Cubic capacity of each 180 liters Internal diameter 332 mm thickness 10 mm

Seamless, lap welded or riveted longitudinal joint lap welded Material S.M. steel Range of tensile strength 39.2 kg/cm<sup>2</sup> Working pressure by Rules 38.7 kg/cm<sup>2</sup>  
starting Air Receivers, No. 1 Total cubic capacity 720 cub. ft. Internal diameter 6 1/16" and 6 5/8" thickness 1 1/2" and 1 3/4" ENDS: 26 kg Working pressure Actual 25 kg/cm<sup>2</sup>  
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W208 - 0110 <sup>2/3</sup>



Copenhagen.

## II

Continuation of Report No. 8943

dated

22/3 1932.

on the

M/S "PETER MÆRSK"

1	off	52 HP	compound wound	electromotor	for	the	windlass.
1	"	10	series	"	"	"	storing gear.
2	"	35	compound	"	"	"	} cargo winches.
2	"	33	"	"	"	"	
9	"	25	"	"	"	"	
1	"	33	"	"	"	"	warping winch.
1	"	1.8	shunt	"	"	"	} ventilating fans
1	"	1.8	"	"	"	"	
1	"	0.4	"	"	"	"	
1	"	0.5	"	"	"	"	for the steam tank
1	"	0.5	"	"	"	"	heating system.
1	"	30	"	"	"	"	20 kwts. comp.

wound dynamo, giving current of 110 Volts pressure for the electric light installation.

Further the main dynamo has to supply current for a 16 kwts. Turbilo Fine Filter for fuel oil and a 2 kwts. Hot water accumulator, and current for the heaters in the passenger accommodations.

C. Stülf.

SURVEYOR TO LLOYD'S  
REGISTER OF SHIPPING

THE ABOVE IS A CORRECT DESCRIPTION.

FR. ODENSE STAALSKIEVÆRFT  
VED A. P. MØLLER

John M. S. Ansee



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Foundation

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