

REPORT ON OIL ENGINE MACHINERY.

Sld. No. 30483
Skin No. 3983
20 JUN 1930

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Reg. Book. Number of Visits 6

20 OCT 1930

on the Single MOTOR VICTIS Tons { Gross 6094
Triple Screw vessel { Net 3624
Quadruple
Built at Sunderland By whom built J. L. Thompson & Co. Ltd Yard No. 571 When built 1920
Engines made at Stockholm By whom made Ateliers Alas Diesel Engine No. 80333 When made 1930
Donkey Boilers made at _____ By whom made _____ Boiler No. _____ When made _____
Brake Horse Power 100 Owners Messrs. William Delford & Sons Ltd. Port belonging to Sunderland
Nom. Horse Power as per Rule 46 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which vessel is intended Oil Tanker.

OIL ENGINES, &c.—Type of Engines Stationary Diesel Oil Engine (Type 2 H 29) 2 or 4 stroke cycle 2 Single or double acting Single
Maximum pressure in cylinders 35 kg/cm² Diameter of cylinders 290 mm Length of stroke 410 mm No. of cylinders 2 No. of cranks 2
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 984 mm Is there a bearing between each crank No
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 178 mm Crank pin dia. 195 mm Crank Webs Mid. length breadth 260 mm Kind of fuel used crude oil
The flywheel is fitted on the crank shaft as fitted 200 Mid. length thickness 110-120 shrunk Thickness parallel to axis -
Flywheel Shaft, diameter as per Rule _____ Intermediate Shafts, diameter as per Rule _____ Thrust Shaft, diameter at collars as per Rule _____
as fitted _____ as fitted _____ as fitted _____
Tube Shaft, diameter as per Rule _____ Screw Shaft, diameter as per Rule _____ Is the { tube { shaft fitted with a continuous liner {
as fitted _____ as fitted _____ screw _____
Bronze Liners, thickness in way of bushes as per Rule _____ Thickness between bushes as per rule _____ Is the after end of the liner made watertight in the
as fitted _____ as fitted _____ 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 Yes Means of lubrication
pumps 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
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. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel _____
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 _____
{ How driven _____
Ballast Pumps, No. and size _____ 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, No. and size:—In Machinery Spaces _____
In Holds, &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
led 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 _____
What pipes pass through the bunkers _____ How are they protected _____
What 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
compartment to another _____ Is the Shaft Tunnel watertight _____ 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. none fitted No. of stages _____ Diameters _____ Stroke _____ Driven by _____
Auxiliary Air Compressors, No. _____ No. of stages _____ Diameters _____ Stroke _____ Driven by _____
Small Auxiliary Air Compressors, No. _____ No. of stages _____ Diameters _____ Stroke _____ Driven by _____
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 _____
Can the internal surfaces of the receivers be examined _____ What means are provided for cleaning their inner surfaces _____
Is there a drain arrangement fitted at the lowest part of each receiver _____
High Pressure Air Receivers, No. none fitted solid injection Cubic capacity of each _____ Internal diameter _____ thickness _____
Seamless, lap welded or riveted longitudinal joint _____ Material _____ Range of tensile strength _____ Working pressure by Rules _____
Starting Air Receivers, No. none ordered Total cubic capacity _____ Internal diameter _____ thickness _____
Seamless, lap welded or riveted longitudinal joint _____ Material _____ Range of tensile strength _____ Working pressure by Rules _____



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting *E 28.5.25*
(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 - - *17 5 29; 14 4 6 & 13 30*
 During erection on board vessel - -
 Total No. of visits *in shop 6*

Dates of Examination of principal parts—Cylinders *with* Covers *6 & 13 30* Pistons *13 30* Rods *17 5 29 13 30* Connecting rods
 Crank shaft *4 4 & 13 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 6 30*
 Crank shaft, Material *S.M. Steel* Identification Mark *LLOYD'S N:o 5887 A.I. 4.6.30* 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 Gen. report no. 3972.*

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 machinery has been satisfactorily fitted in the vessel. For notation see machinery report.

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 survey in shop <i>th. 28</i> : 40	:	:	<i>18.6.</i> 19 <i>30</i>
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) <i>th. 28</i> : 00	:	:	<i>30.6.</i> 19 <i>30</i>

Committee's Minute *th. 246* : 40
 TUE. 28 OCT 1930
 Assigned *See F. E. Rpt.*

Robertson
R. J. Robertson
 Engineer Surveyor to Lloyd's Register of Shipping.
 Assisted by Mr. R. J. Robertson.

