

## REPORT ON OIL ENGINE MACHINERY.

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

Received at London Office

Date of writing Report 18 June 1930 When handed in at Local Office 19

Port of Stockholm

20 OCT 1930

No. in Survey held at Sickla, Skm. Dist.  
Reg. Book.

Date, First Survey 17 Oct. 1929

Last Survey 13 June 1930

Number of Visits 6

Single  
on the ~~Twin~~  
~~Triple~~  
QuadrupleMOTOR  
Screw vessel

VICTIS

Tons { Gross 6094  
Net 3624

Built at Sunderland

By whom built J. L. Thompson &amp; Co. Ltd. Yard No. 571 When built 1920.

Engines made at Stockholm

By whom made P. H. H. H. 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 &amp; 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 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 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 shrunk Thickness parallel to axis  
Flywheel Shaft, diameter as per Rule 200 mm Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule  
Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { tube { shaft fitted with a continuous liner {  
Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule 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 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. / 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 inspection 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 *✓* Connecting rods *17 5 29 13 30*

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 Ship report no. 3272*

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 amount of Entry Fee ... £ : : When applied for,  
 Special survey in shop *th. 28 : 40* : *18.6. 1930*  
 Donkey Boiler Fee ... £ : : When received,  
 Travelling Expenses (if any) *£ 28 : 00* : *30.6. 1930*

Committee's Minute *TUE. 28 OCT 1930*

Assigned

*See F. E. Rpt.*

*Robert M. O'Sullivan*  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 Assisted by Mr. R. J. Anderson



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Foundation