

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 7740

Received at London Office

28 MAR 1928

Date of writing Report *21st March 1928* When handed in at Local Office *23rd / 3 / 28 10.* Port of *Glasgow.*
 No. in Survey held at *Glasgow.* Date, First Survey *28. 4. 27* Last Survey *17. 3. 1928*
 Reg. Book. Number of Visits *73*

on the *Twin Triple* Screw vessel *"VICTOLYTE"* Tons *Gross 11409 Net 6711*

Built at *Glasgow.* By whom built *A. Stephen & Son Ltd.* Yard No. *517* When built *1918. 3.*
 Engines made at *Kiel* By whom made *F. Knapp & Co. Germaniawerft* Engine No. *2142* When made *1917.*
 Donkey Boilers made at *Glasgow.* By whom made *Babcock & Wilcox Ltd.* Boilers No. *6/217* When made *1917*
 Brake Horse Power *2 x 1700.* Owners *Imperial Oil Co. Ltd.* Port belonging to *Glasgow*
 Nom. Horse Power as per Rule *998.* Is Refrigerating Machinery fitted for cargo purposes *No.* Is Electric Light fitted *Yes*
 Trade for which vessel is intended *Carrying petroleum in bulk.*

II. ENGINES, &c.—Type of Engines *2 or 4 stroke cycle Single or double acting*
 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. Means of ignition Kind of fuel used
 Crank Shaft, dia. of journals as per Rule *15.5* Crank pin dia. *15.5* Crank Webs *15.5* Kind of fuel used *Gas*
 Flywheel Shaft, diameter as per Rule *15.5* Intermediate Shafts, diameter as per Rule *15.5* Thrust Shaft, diameter at collars as per Rule *15.5*

Tube Shaft, diameter as per Rule *15.5* Screw Shaft, diameter as per Rule *15.5* Is the *shaft* fitted with a continuous liner *Yes*
 Bronze Liners, thickness in way of bushes as per Rule *15.5* Thickness between bushes as per Rule *15.5* 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 *Yes*
 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 *Yes*
 If 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 shaft *Yes*

Propeller, dia. *15.0* Pitch *13.9* No. of blades *4* Material *Brass* whether Movable *Yes* Total Developed Surface *70* sq. feet
 Method of reversing Engines *Is a governor or other arrangement fitted to prevent racing of the engine when de-clutched* Means of lubrication *Are the exhaust pipes and silencers water cooled or lagged with insulating material*

Is the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine *Yes*
 Cooling Water Pumps, No. *3.* 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. *2* Diameter *200* Stroke *210* Can one be overhauled while the other is at work *Yes*

Pumps connected to the Main Bilge Line No. and Size *1-2 x 8 x 18* Bilge Pump. *1-12 x 10 1/2 x 24* Ballast Pump.
 How driven *Steam* Lubricating Oil Pumps, including Spare Pump, No. and size *See item Report.*
 Ballast Pumps, No. and size *1-12 x 10 1/2 x 24*

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 Engine Room - 3-3 1/2, Boiler Room 2-3 1/2*
 In Holds, etc. *Forward Cargo Space 2-2 1/2, Forepeak Pump Room 1-2 1/2* driven by independent pump.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *1-8 1/2, 1-3 1/2*
 Are all the Bilge Suction pipes in Holds and Tunnels filled with strum-boxes *Yes* 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 *Yes*
 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 *Atm.*
 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 *None*
 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. *See item Report* of stages *3* Diameters *15-7 1/4-37* Stroke *9* Driven by *Steam*
 Auxiliary Air Compressors, No. *2* No. of stages *3* Diameters *15-7 1/4-37* Stroke *9* Driven by *Steam*
 Small Auxiliary Air Compressors, No. *None* No. of stages *3* Diameters *15-7 1/4-37* Stroke *9* Driven by *Steam*

Scavenging Air Pumps, No. *See item Report* Diameter *15-7 1/4-37* Stroke *9* Driven by *Steam*
 Auxiliary Engines crank shafts, diameter as per Rule *15.5* as fitted *None*
 IR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule *2* What means are provided for cleaning their inner surfaces *See item Report*

Can the internal surfaces of the receivers be examined *Yes* Is there a drain arrangement fitted at the lowest part of each receiver *Yes*
 High Pressure Air Receivers, No. *2* Cubic capacity of each *See item Report* Material *Steel* Range of tensile strength *See item Report* Working pressure by Rules *See item Report*
 Seamless, lap welded or riveted longitudinal joint
 Starting Air Receivers, No. *4* Total cubic capacity *See item Report* Internal diameter *See item Report* Working pressure by Rules *See item Report*
 Seamless, lap welded or riveted longitudinal joint

Lloyd's Register Foundation

W134-0019

IS A DONKEY BOILER FITTED? *Yes, Two.*

If so, is a report now forwarded? *Yes.*

PLANS. Are approved plans forwarded herewith for Shafting *Yes*

Receivers *See Humber Report* Separate Tanks *Yes.*

Donkey Boilers *—*

General Pumping Arrangements *Yes*

Oil Fuel Burning Arrangements *Yes*

SPARE GEAR *Supplied in accordance with Rule requirements, a number of items additional thereto.*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops - - 1927 Apr 28 May 3 27 31 Jun 3 21 July 1 5 13 27 29 Aug 3 5 11 16 18 Oct 10 11 13 17 19 20 25 26 27 Nov 1 3 8 11
During erection on board vessel - - 11 15 16 18 22 24 28 30 Dec 1 6 7 8 12 13 14 15 16 20 22 26 28 30 (1928) Jan 6 9 11 12 16 17 23 25 Feb 1 2
Total No. of visits 73 7 9 16 22 24 Mar 17 9 14 16 17

Dates of Examination of principal parts—Cylinders *—* Covers *—* Pistons *—* Rods *—* Connecting rods *—*

Crank shaft *—* Flywheel shaft *—* Thrust shaft *—* Intermediate shafts 17.10.27 Tube shaft *home*

Screw shaft 19.27.10.27 Propellers 27.10.27 Stern tube 25.10.27 Engine seatings 26.10.27 Engines holding down bolts 11.1.28

Completion of fitting sea connections 24.11.27 Completion of pumping arrangements 17.3.28 Engines tried under working conditions 16.17.3.28

Crank shaft, Material *—* Identification Mark *—* Flywheel shaft, Material *—* Identification Mark *—*

Thrust shaft, Material *—* Identification Mark *—* Intermediate shafts, Material *S.* Identification Marks 4674K 4684K

Tube shaft, Material *home* Identification Mark *—* Screw shaft, Material *S.* Identification Mark 782VS 783VS

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *Yes*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *—* If so, have the requirements of the Rules been complied with *—*

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, etc.) *This machinery has now been*

satisfactorily fitted on board the above vessel, and found to be satisfactory

under full working and manœuvring conditions.

Safety valves have been fitted to stand of two short air bottles

The Vessel is eligible, in my opinion, to have record + LMC 3.28

as recommended

The amount of Entry Fee ... £ ... : When applied for, ...
Special ... £ ... : ...
Donkey Boiler Fee ... £ ... : When received, ...
Travelling Expenses (if any) £ ... : ...

Committee's Minute GLASGOW 27 MAR 1928

Assigned + LMC 3.28.

CERTIFICATE