

REPORT ON OIL ENGINE MACHINERY.

No. 7740

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 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 Screw vessel "VICTORYTE" Tons Gross 11409
Net 6711

Built at Glasgow. By whom built A. Stephen & Sons Ltd. Yard No. 517 When built 1928. 3.
 Engines made at Kiel By whom made F. Knapp A.G. Germania W. Engine No. 2142 When made 1927.
 Donkey Boilers made at Glasgow. By whom made Babcock & Wilcox Ltd. Boilers No. 6/217 When made 1927
 Brake Horse Power 2 x 1700. Owners Imperial Oil Co. Ltd. Port belonging to Glasgow
 Nom. Horse Power as per Rule 998.5 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 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 _____ edge to _____ 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 _____ as fitted _____ Crank pin dia. _____ Crank Webs _____ Kind of fuel used _____
 Flywheel Shaft, diameter _____ as per Rule _____ as fitted _____ Intermediate Shafts, diameter _____ as per Rule _____ as fitted _____ Thrust Shaft, diameter at collars _____ as per Rule _____ as fitted _____
 Tube Shaft, diameter _____ as per Rule _____ as fitted _____ Screw Shaft, diameter _____ as per Rule _____ as fitted _____ Is the _____ 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 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 5'-6"

Propeller, dia. 15'-0" Pitch 13'-9 1/2" No. of blades 4 Material Orange 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 _____
 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. 3. Is the sea suction provided with an efficient strainer which can be cleared within the vessel _____
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 200 7/8" Stroke 210 7/8" Can one be overhauled while the other is at work _____
 Pumps connected to the Main Bilge Line _____ No. and Size 1- 8" x 8" x 18" Bilge Pump. 1- 12" x 10 1/2" x 24" Ballast Pump. How driven Steam

Ballast Pumps, No. and size 1- 12" x 10 1/2" x 24" Lubricating Oil Pumps, including Spare Pump, No. and size See Steam Report.
 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 Engine Room - 3- 3 1/2", Boiler Room 2- 3 1/2" tone
 In Holds, etc. Foremast Cay, 2- 2 1/2", Foremast Pump Room, 1- 2 1/2" tone, 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 Hold and Tunnel Well fitted with strainer-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 _____
 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 Steam Report of stages _____ Diameters _____ Stroke _____ Driven by _____
 Auxiliary Air Compressors, No. 2 No. of stages 3 Diameters 15-7 1/4-3 3/8" Stroke 9" Driven by Steam
 Small Auxiliary Air Compressors, No. None No. of stages _____ Diameters _____ Stroke _____ Driven by _____
 Scavenging Air Pumps, No. See Steam Report Diameter _____ Stroke _____ Driven by _____

Auxiliary Engines crank shafts, diameter _____ as per Rule _____ as fitted _____
IR 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. 2 Cubic capacity of each _____ Material _____ Range of tensile strength _____ Working pressure by Rules _____
 Seamless, lap welded or riveted longitudinal joint _____ Internal diameter _____ Thickness _____
 Starting Air Receivers, No. 4 Total cubic capacity _____ Material _____ Range of tensile strength _____ Working pressure by Rules _____
 Seamless, lap welded or riveted longitudinal joint _____ Internal diameter _____ Thickness _____

2 Blast Air Receivers fitted with 2 1/2" valves & receivers fitted with turning plates or heads

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*
(If not, state date of approval)

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

Donkey Boilers *—*

General Pumping Arrangements *Yes*

Oil Fuel Burning Arrangements *Yes*

SPARE GEAR *Supplied in accordance with Rules 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 -- } { During erection on board vessel -- } Total No. of visits	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
		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
		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 *19.27.10.17* Propellers *27.10.17* Stern tube *25.10.27* Engine seatings *26.10.27* Engines holding down bolts *11.1.29*

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 4684 38.11.27*

Tube shaft, Material *Home* Identification Mark Screw shaft, Material *S.* Identification Mark *7497 7499 78. 78.*

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 heads of two waste air bottles. The vessel is eligible, in my opinion, to have record + L.M.C. 3.28 as recommended.

The amount of Entry Fee ... £	Special ... £	Donkey Boiler Fee ... £	Travelling Expenses (if any) £	When applied for, 19.	When received, 19.
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Committee's Minute **GLASGOW 27 MAR 1928**

Assigned *+ L.M.C. 3.28.*

W. Lane 2019
 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation