

REPORT ON OIL ENGINE MACHINERY.

No. 428

BESSEP 1952

Date of writing Report 19 June 1952 When handed in at Local Office 28-8-1952 Port of VALENCIA
 No. in Survey held at Valencia Date, First Survey 4-11-49 Last Survey 9-6-1952
 Reg. Book. Number of Visits 40
Single on the Twin Triple Screw vessel M/V VICTORIA Tons Gross 3250
Quadruple
 Built at Valencia By whom built Unión Naval de Levante Yard No. 56 When built 1952
 Engines made at Barcelona By whom made Maquinista y Terrestre Engine No. 217/218 When made 1952
 Donkey Boilers made at Bilbao By whom made Babcock & Wilcox Ltd. Boiler No. 203 When made 1952
 Brake Horse Power { Maximum - Owners Empresa Nacional EL CANO Port belonging to Algeciras
 Service -
 M.N. as per Rule 1065 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended Train ferry for service Algeciras and Ceuta.

OIL ENGINES, &c. — Type of Engines Heavy oil - See Bcl. Rpt. 5961 2 or 4 stroke cycle 2 Single or double acting Single
 Maximum pressure in cylinders - Diameter of cylinders - Length of stroke - No. of cylinders 7 No. of cranks -
 Mean Indicated Pressure - Span of bearings (i.e., distance between inner edges of bearings in way of a crank) - Is there a bearing between each crank - Revolutions per minute { Maximum - Service -
 Flywheel dia. - Weight - Moment of inertia of flywheel (lbs. in² or Kg. cm.²) - Means of ignition - Kind of fuel used Diesel
 " " " " balance wts. (" " " ") -
 Crank Shaft, { Solid forged - dia. of journals - Crank pin dia. - Crank webs - Mid. length breadth - Thickness parallel to axis -
 { Semi built - as fitted - as fitted - as fitted - Mid. length thickness - Thickness around eye hole -
 { All built -
 Flywheel Shaft, diameter - Intermediate Shafts, diameter - Thrust Shaft, diameter at collar -
 as per Rule - as fitted - as per Rule - as fitted -
 Tube Shaft, diameter - Screw Shaft, diameter - Is the tube shaft fitted with a continuous liner Yes
 as per Rule - as fitted - as fitted - as fitted -
 Bronze Liners, thickness in way of bushes - Thickness between bushes - Is the after end of the liner made watertight in the propeller boss Yes
 as per Rule - as fitted - as fitted - as fitted -
 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 - If two liners are fitted, is the shaft lapped or protected between the liners - Is an approved Oil Gland fitted at the after end of stern tube -
 If so, state type - Length of bearing in Stern Bush next to and supporting propeller 1737
 Propeller, dia 3.24 Pitch 3.35 No. of blades 3 Material Bronze whether moveable No Total developed surface 3.9575 sq. ft.
 Moment of inertia of propeller including entrained water (lbs. in² or Kg. cm.²) 12577 Kind of damper, if fitted -
 Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine Yes Means of lubrication Forced
 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 Lagged 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. and how driven 3 SW Electric Working P.W. 2
 S.W. 2 ✓ Spare F.W. and S.W. 1 ✓ 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. and capacity - Can one be overhauled while the other is at work -
 Pumps connected to the Main Bilge Line { No. and capacity of each 2 of 120 tons - 2 of 75 - 1 of 25
 How driven Electric Motor
 Is the cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements -
 Ballast Pumps, No. and capacity 1 of 400 Power Driven Lubricating Oil Pumps, including spare pump, No. and size 3 of 90 tons
 Are two independent means arranged for circulating water through the Oil Cooler Yes Branch Bilge Suctions -
 No. and size:—In machinery spaces 1 of 110, 1 of 125, 11 of 70 mm. In pump room -
 In holds, &c. 6 of 70 mm.
 Direct Bilge Suctions to the engine room bilges, No. and size 3 of 125 m/m. 1 of 100 m/m.
 Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes ✓ Are the bilge suction 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 Steel boxes Are they fitted with valves or cocks Valves ✓ Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Portable plates Are the overboard discharges above or below the deep water line Above ✓
 Are they each fitted with a discharge valve always accessible on the plating of the vessel Yes Are the blowoff cocks fitted with a spigot and brass covering plate Yes ✓
 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 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 Yes Is it fitted with a watertight door Yes worked from Bridge
 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. Two No. of stages - diameters - stroke - driven by Electric Motor
 Auxiliary Air Compressors, No. - No. of stages - diameters - stroke - driven by -
 Small Auxiliary Air Compressors, No. 1 No. of stages 2 diameters - stroke - driven by Hand or Motor
 What provision is made for first charging the air receivers Above compr.
 Scavenging Air Pumps or Blowers, No. 2 How driven Main engine
 Auxiliary Engines Have they been made under survey Yes - See Bcl. Rpt. Engine Nos. -
 Makers name M.T.M. Bcl. Position of each in engine room P.C.S. Aux. engine room
 Report No. Bcl. Rpt. No 5961

AIR RECEIVERS:—Have they been made under survey. Yes ✓ State No. of report or certificate. See Bcl. Rpt. No 596
State full details of safety devices. As per Rule
Can the internal surfaces of the receivers be examined and cleaned. Yes ✓ Is a drain fitted at the lowest part of each receiver. Yes ✓
Injection Air Receivers, No. - Cubic capacity of each - Internal diameter - thickness -
Seamless, welded or riveted longitudinal joint - Material - Range of tensile strength - Working pressure -
Starting Air Receivers, No. Two ✓ Total cubic capacity 10.400 Liters Internal diameter - thickness -
Seamless, welded or riveted longitudinal joint - Material - Range of tensile strength - Working pressure -
IS A DONKEY BOILER FITTED Yes ✓ If so, is a report now forwarded. Forwarded by Bbo. No 11.153
Is the donkey boiler intended to be used for domestic purposes only. No - used also for fuel heaters & lab oil heaters
PLANS. Are approved plans forwarded herewith for shafting. 19-1-50 Receivers. - Separate fuel tanks 30/6/50
(If not, state date of approval) 29/11/50 General pumping arrangements. 29/11/50 Pumping arrangements in machinery space. 29/11/50
Donkey boilers. - Oil fuel burning arrangements. -
Have Torsional Vibration characteristics been approved. Yes ✓ Date and particulars of approval. See Bcl. Rpt.
SPARE GEAR.
Has the spare gear required by the Rules been supplied. Yes ✓ State if for "short voyages" only. No
State the principal additional spare gear supplied.

The foregoing is a correct description,

abbad



Dates of Survey while building
During progress of work in shops - See Bcl. Rpt.
During erection on board vessel - 1949: Nov. 4; 1950: June 6; 1951: March 2, 27; June 23; July 7; 1952: Feb. 25; March 1, 24; April 9, 16, 18, 24, 25, 28; May 2, 3, 10, 12, 13, 14, 15, 16, 17, 19, 21, 23, 24, 27, 28, 29, 30, 31; June 2, 4, 5, 6, 7, 9.
Total No. of visits 40
Dates of examination of principal parts—Cylinders - Covers - Pistons - Rods - Connecting rods -
Crank shaft - Flywheel shaft - Thrust shaft - Intermediate shafts 18/4/52 Tube shaft -
Screw shaft - Propeller 9&15-10-51 Stern tube - Engine seatings 18-4-52 Engine holding down bolts 18-4-52
Completion of fitting sea connections 12-5-52 Completion of pumping arrangements 5-6-52 Engines tried under working conditions 2-6-52
Crank shaft, material - Identification mark - Flywheel shaft, material - Identification mark -
Thrust shaft, material - Identification mark - Intermediate shafts, material O.H.M.S. Identification marks 8277, 78, 79
Tube shaft, material - Identification mark - Screw shaft, material O.H.M.S. Identification mark 8111 & 8112
Identification marks on air receivers 54 & 56

Welded receivers, state Makers' Name M.T.M. - Bcl. See Bcl. Rpt.
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 ✓
Full description of fire extinguishing apparatus fitted in machinery spaces Foam, C.O.2, and "Grinnell sprinkler system."
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No ✓ If so, have the requirements of the Rules been complied with -
What is the special notation desired -
If the notation for ice strengthening is desired, state whether the requirements in this respect have 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, Speed restrictions, &c. The Machinery of this vessel has been constructed under Special Survey (Bcl. Rpt. 5961) and satisfactorily fitted on board in accordance with the requirements of the Rules, the Secretary's letters and approved plans.
The three auxiliary engines (Bcl. Rpt. 5961) and the emergency auxiliary engine (Bcl. Rpt. 5969) and the vertical donkey boiler (Bbo. Rpt. 11153) have all been satisfactorily fitted and tested as required by the Rules.
The workmanship and materials are good.
On completion a full power sea trial was carried out with satisfactory results.
It is recommended that the Machinery be classed in the Register Book with the records of +LMC 6,52 and C.L.

The amount of Entry Fee ... £
Instl. of Machinery Special ... Ptas. £ 27.850 ✓
Donkey Boiler Fee... £
Travelling Expenses (if any) £ 50.00
When applied for 28-8-1952
When received 19

Ilsoodler for sell
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Committee's Minute

Assigned

+LMC 6,52 Oil Eng
CL DB 50 lb

FRI. 17 OCT 1952