

REPORT ON OIL ENGINE MACHINERY.

No. 1522.

18 JAN 1933

Date of writing Report 14 Jan. 1933 When handed in at Local Office

Port of

Received at London Office

BREMEN

No. in Survey held at VEGESACK
Reg. Book.

Date, First Survey 14 Jan. 1931 Last Survey 5 Jan. 1933

Number of Visits 66

Single
on the Twin
Triple
Quadruple
Screw vessel

VICTOR ROSS

Tons Gross 18424
Net 7098

Built at VEGESACK

By whom built BREMER VULKAN

Yard No. 699 When built 1933

Engines made at VEGESACK

By whom made BREMER VULKAN

Engine No. 305/308 When made 1933

Donkey Boilers made at VEGESACK

By whom made BREMER VULKAN

Boiler No. 731/732 When made 1933

Brake Horse Power 2 x 2250

Owners BALTISCH-AMERIK. PETROL. IMPORT G.M.B.H. Port belonging to DANZIG

Nom. Horse Power as per Rule 1566

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes

Trade for which vessel is intended TANKER TRADE, CARRYING PETROLEUM IN BULK.

OIL ENGINES, &c.—Type of Engines 2 4/2U 60/90 BREMER VULKAN-MAN 2 or 4 stroke cycle 2 Single or double acting double

Maximum pressure in cylinders 45 kg/cm² Diameter of cylinders 600 mm Length of stroke 900 mm No. of cylinders 2 x 4 No. of cranks 2 x 4

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 852 mm Is there a bearing between each crank yes

Revolutions per minute 118 Flywheel dia. 2100 mm Weight 6270 kg Means of ignition Diesel principle Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule 390 mm as fitted 390 mm Crank pin dia. 390 mm Crank Webs Mid. length breadth 446 mm Mid. length thickness 446 mm Thickness parallel to axis 240 mm Thickness around eye-hole 177.5 mm

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 446 mm Thrust Shaft, diameter at collars as per Rule as fitted 380 mm

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 398 mm Is the screw shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 20 mm as fitted 23.5 mm Thickness between bushes as per rule 15 mm as fitted 18 mm 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 one length

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 Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1971 mm

Propeller, dia. 4250 mm Pitch 3500 mm No. of blades 4 Material bronze whether Moveable yes Total Developed Surface 4154 m² sq. feet

Method of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication

forced Thickness of cylinder liners 40 mm Are the cylinders fitted with safety valves yes 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 led to funnel

Cooling Water Pumps, No. 8 Main Eng driven 215 x 300 Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

What special arrangements are made for dealing with cooling water if discharged into bilges discharging over board

Bilge Pumps worked from the Main Engines, No. 2 Diameter 225 mm Stroke 200 mm Can one be overhauled while the other is at work yes

Pumps connected to the Main Bilge Line No. and Size 1 Impeller Pump of 180 x 210 x 300 mm, 100 m³/h

How driven steam driven This spare pump is ready for immediate use 170 x 200

Fire Pumps, No. and size 1 Impl. 232 x 180 x 300 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 impl. 525

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 1 of 130 mm, 4 of 90 mm In Pump Room 3 of 80 mm

In Holds, &c. fore. Caserhold 2 of 70 mm, fore. Pump Room 1 of 70 mm, fore. Peak 1 of 70 mm

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one of 200 mm one of 130 mm

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted 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, through a valve chest Are they fitted with Valves or Cocks Valves & cocks

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 above

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 —

What pipes pass through the deep tanks none 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 Mach. aft 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 No. of stages — Diameters — Stroke — Driven by —

Auxiliary Air Compressors, No. 1 2 cylinders No. of stages 3 Diameters 380/300/90 Stroke 200 mm Driven by steam engine

Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 180/70 Stroke 120 mm Driven by —

Scavenging Air Pumps, No. 2 double acting Diameter 1080 mm Stroke 760 mm Driven by Main Engines

Steam GENERATOR 20 KW as per Rule No. — 2

Auxiliary Engines crank shafts, diameter as fitted 75 mm Position — Engine Room

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes

Can the internal surfaces of the receivers be examined and cleaned yes Is a drain fitted at the lowest part of each receiver yes

LOW FOR WHISTLE High Pressure Air Receivers, No. 1 Cubic capacity of each 1.72 m³ Internal diameter 800 mm thickness 10 mmSeamless, lap welded or riveted longitudinal joint riveted Material P.M. Steel Range of tensile strength 41-47 kg Working pressure by Rules 17.5 kg/cm² Actual 10.5 kg/cm²Starting Air Receivers, No. 2 Total cubic capacity 36 m³ Internal diameter 1900/1950 mm thickness 25-25.5 mmSeamless, lap welded or riveted longitudinal joint riveted Material S.M. Steel Range of tensile strength 41-47 kg Working pressure by Rules 25 kg/cm² Actual 25 —

W1139-6183 1/2

2 Cylindrical (one fixed)
IS A DONKEY BOILER FITTED? 2 Vertical (exhaust gas fixed) If so, is a report now forwarded? yes

Is the donkey boiler intended to be used for domestic purposes only no

PLANS. Are approved plans forwarded herewith for Shafting 17.8.31 Receivers 19.3.31, 4.5.31 Separate Tanks
(If not, state date of approval)
Donkey Boilers 24.12.30, 8.2.32 General Pumping Arrangements 28.7.31 Oil Fuel Burning Arrangements 28.6.32

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes

State the principal additional spare gear supplied For Main Engine: 1 crank throw, 1 top & 1 bottom cylinder cover
1 piston with rod compl. 2 top & 2 bottom cylinder liners, 1 fuel pump casing compl.
2 1/2 main bearing trusses. 4 1/2 top end bearings. 4 1/2 bottom end bearings.
1 compl set of wheels for fuel pump drive. 20 thrust bearing pads. 1 tail end shaft.
2 propeller blades. 1 propeller box compl. 32 nuts & studs for propeller box.
For steam driven compressor: 2 1/2 main bearings. 2 1/2 bottom end bearings 2 1/2 top end bearings
1 compl compressor cylinder 1 1/2 2nd stage. 1 liner for 3rd stage. 1 compl piston.
for steam engine: 1 piston rod, 1 eccentric rod & sheave. 1 bottom & 2 top end bearings
For all pumps: compl sets of suction & delivery valves.

The foregoing is a correct description.

Bremer Vulkan
Schiffbau und Maschinenfabrik *Lano Rutschmann* Manufacturer.
Vogesenack 1931

Dates of Survey while building
During progress of work in shops - Jan. 14, 11. Feb. 21, 24. March 7, April 24, May 12, June 3, 4, 9, July 3, 16, Aug. 29, Oct. 5, 10, Dec. 15, 1932 Jan. 7, Feb. 17, March 10, 23, 31, April 7, 14, 20, 26, May 3, 10, 14, 26, June 1, 7, July 5, 8, 12, 13, 20, 29, Aug. 2, 11, 18, 24, 26, Sept. 16, 2, 8, 13, 22, 27, Oct. 4, 4, 7, 11, 20, 25.
During erection on board vessel - Nov. 3, 11, 17, 19, 24, Dec. 2, 8, 14, 20, 27, 30, 31 1933 Jan. 4, 5.
Total No. of visits 66

Dates of Examination of principal parts—Cylinders 1/6.32-1/8.32 Covers 1/7.32-7/9.32 Pistons 29/10.32-1/11.32 Rods 20.10.32 Connecting rods 7.10.32

Crank shafts 18.8.32 Flywheel shaft — Thrust shafts 2.8.32 Intermediate shafts 24.8.32 Tube shaft —

Screw shafts 24.8.32 Propellers 4.10.32 Stern tubes 8.7.32 Engine seatings 11.10.32 Engines holding down bolts 11.17.11.32

Completion of fitting sea connections 20.10.32 Completion of pumping arrangements 30.12.32 Engines tried under working conditions 5.1.33

Crank shafts Material J.M. Steel Identification Mark 8988 P.K. 4.7.31 Flywheel shaft, Material — Identification Mark —
Thrust shafts Material S.M. Steel Identification Mark 4248 M.K. 21.4.32 Intermediate shafts, Material S.M. Steel Identification Marks 9474/75 J.L. 18.3.3
Tube shaft, Material — Identification Mark — Screw shaft, Material S.M. Steel Identification Mark 9552 J.L. 10.5
Spare → 9326 J.L. 11.9.

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 oil tanker If so, have the requirements of the Rules been complied with —

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 yes If so, state name of vessel F. J. WOLFE

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under Special Survey in accordance with the approved plans, the Secretary's letters, and the requirements of the Rules. The materials used in the construction are made at works recognised by the Committee and tested by the Soc. Surveyors and the workmanship is of good quality. During a 8 hours trial trip all the machinery has been tried under full working and maneuvering condition and found in all parts in order.

This machinery is eligible in my opinion to be classed in the Soc. Reg. Book with notation of: LMC 1.33. Oil Engines; Tail Shafts; Electric Light.

The amount of Entry Fee £ 6 : 0 :
Special ... £ 139 : 3 :
Donkey Boiler Fee ... £ 29 : 5 :
3 RIVETED AIR RECEIVERS ... £ 8 : 8 :
Travelling Expenses (if any) ... £ 10 : 10 :
BREITENBURG HAMBURG ... £ 25 : 0 :
Committee's Minute PM. 20 JAN 1933

Assigned + L.M.C. 1.33 C.L.
2006(a) 2006b.
2006(f) 100 lb.

A. Carstensen
Engineer Surveyor to Lloyd's Register of Shipping.



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CERTIFICATE WILL BE

Certificate (if required) to be sent to OWNERS

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

TANKER VICTOR ROSS

LIST of PUMPS

DESCRIPTION	DRIVEN BY	TYPE	DIMENSIONS ^M / _M	CAPACITY ^M ³ /H
CARGO OIL PUMP	STEAM	HOR. DUPL. COMP	360/540x380x560	470 ^M ³ /H
STRIPPER & BALLAST -"-	-"-	VERT. DUPL.	320/220x350	100 -"-
FIRE & GEN. SERVICE -"-	-"-	-"-	230x180x300	50 -"-
BILGE -"-	-"-	-"-	180x210x300	100 -"-
Spare CYLD. COOLING -"-	-"-	-"-	240x320x350	227 -"-
Spare PISTON -"-	-"-	-"-	130x150x300	25 -"-
Spare LUBRIC OIL -"-	-"-	VERT. SIMPL.	170x200x525	34 -"-
DRINKING WATER -"-	-"-	HOR. DUPL.	100x100x100	5.2 -"-
CONDENSATE -"-	-"-	HOR. SIMPL.	110x120x150	10.6 -"-
FEED WATER -"-	-"-	VERT. SIMPL.	220x160x450	11.5 -"-
FUEL OIL TRANSF. -"-	-"-	VERT. DUPL.	320x220x350	100. -"-
COND. COOL. WATER -"-	-"-	CENTRIFUGAL		340/400 -"-
LUBR. OIL	MAIN ENGINE	COG WHEEL		20 -"-
CYLD. COOLING WATER -"-	-"-	VERT. SIMPL.	215x200	50 -"-
PISTON -"-	-"-	-"-	215x200	50 -"-
BILGE -"-	-"-	-"-	215x200	50 -"-
FEED WATER -"-	-"-	-"-	80x80	1.3 -"-

A. Rasmussen



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