

pt. 4b

## REPORT ON OIL ENGINE MACHINERY.

No. 8017

30 MAY 1928

Date of writing Report 24 May 1928

When handed in at Local Office 26.5.1928

Received at London Office

Place in Survey held at Glasgow

Date, First Survey 3.2.27

Last Survey 18.5.1928

Number of Visits 136

on the <sup>Single</sup> <sup>Twin</sup> <sup>Triple</sup> <sup>Quadruple</sup> Screw vessel

VANCOLITE

Tons { Gross 11404  
Net 6708

Built at Glasgow

By whom built A. Stephen &amp; Sons Ltd.

Yard No. 518 When built 1928.5

Engines made at Glasgow

By whom made A. Stephen &amp; Sons Ltd.

Engine No. 518 When made 1928

Boilers made at Glasgow

By whom made Babcock &amp; Wilcox Ltd.

Boiler No. 6/1218 When made 1927

Indicated Horse Power 3300

Owners Imperial Oil Co. Ltd.

Port belonging to Glasgow

Nominal Horse Power as per Rule 1000

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which vessel is intended

Carrying Petroleum in bulk

ENGINES, &amp;c.—Type of Engines

Stephen Sulzer

2 or 4 stroke cycle 2

Single or double acting Single

Maximum pressure in cylinders

500 lb/sq. in.

Diameter of cylinders

680 mm

Length of stroke

1100 mm

No. of cylinders

4

No. of cranks 4

Position of bearings, adjacent to the Crank, measured from inner edge to inner edge

900 mm

Revolutions per minute

100

Flywheel dia.

2200 mm

Weight

12.5 tons

Means of ignition Compression

Kind of fuel used Heavy

Is there a bearing between each crank Yes

Crank Shaft, dia. of journals

as per Rule 417 mm

as fitted 460 mm

Crank pin dia.

460 mm

Crank Webs

Mid. length breadth 765 mm

Mid. length thickness 290 mm

Thrust Shaft, diameter at collars

as per Rule 417 mm

as fitted 460 mm

Flywheel Shaft, diameter

as per Rule 417 mm

as fitted 460 mm

Intermediate Shafts, diameter

as per Rule 119 mm

as fitted 159 mm

Screw Shaft, diameter

as per Rule 1306 mm

as fitted 1612 mm

Is the shaft fitted with a continuous liner Yes

Main Shaft, diameter

as per Rule 80 mm

as fitted 812 mm

Thickness between bushes

as per Rule 60 mm

as fitted 718 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 No joints

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

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

Propeller, dia.

14'-0"

Pitch 12'-9"

No. of blades 4

Material Bronze

whether Moveable Yes

Total Developed Surface 61 sq. feet

Means of lubrication

Is a governor or other arrangement fitted to prevent racing of the engine when decelerated Yes

Are the cylinders fitted with safety valves Yes

Are the exhaust pipes and silencers water cooled or lagged with insulating material Yes

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Can one be overhauled while the other is at work Yes

No. and Size Two 12 x 10 1/2 x 24

How driven Steam

No. and Size One 12 x 10 1/2 x 24

Lubricating Oil Pumps, including Spare Pump, No. and size

2 - 90 x 685

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

1 - 10 1/2 x 8 x 18

In Machinery Spaces Engine Room 3 - 3 1/2, Boiler Room 2 - 3 1/2, Boiler Room 1 - 3 1/2

Thickness of cylinder liners

53/157

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IS A DONKEY BOILER FITTED? *Yes. Two.* If so, is a report now forwarded? *Yes*  
PLANS. Are approved plans forwarded herewith for Shifting *Yes.* Receivers *Yes* Separate Tanks *Sent with Report*  
Donkey Boilers *Yes* General Pumping Arrangements *Yes* Oil Fuel Burning Arrangements *Yes*  
SPARE GEAR *In accordance with Rule requirements, a number of items additional thereto*

The foregoing is a correct description.  
**ALEXANDER STEPHEN & SONS LTD.,**

*Alex. M. Colman*

Manufacturer.

Dates of Survey while building  
During progress of work in shops--  
During erection on board vessel--  
Total No. of visits  
12.13.15.20.26.28 May 3.5.11.17.20.25.27.31 Jan 3.8.13.23.21.28.29 July 1.5.13.27.29 Aug 3.8.11.16.17.18.26  
1.5.7.9.12.15.20.28 Oct 10.17.25.26.27 Nov 1.3.8.10.15.16.18.22.24.30 Dec 1.6.7.8.12.13.14.15.19.20.22.24  
(1928) Jan 6.9.12.16.17.18.23.26.27.31 Feb 2.7.14.16.17.21.24.29 Mar 1.6.9.12.14.19.20.21.22.23.25.27.30 Apr 18.19.23.24.27.30 May 3.7.9.14.16.18.

Dates of Examination of principal parts—Cylinders 25.9/25.10.17 Covers 3.6/13.6.17 Pistons 13.11/22.12.17 Rods 1.11.17 Connecting rods 1.11.17

Crank shaft 17.10.17 Flywheel shaft 17.10.17 Thrust shaft 17.10.17 Intermediate shafts 23.1.28 Tube shaft 17.10.17

Screw shafts 23.1.28 Propellers 23.1.28 Stern tube 27.1.28 Engine seatings 17.1.28 Engines holding down bolts 18.5.28

Completion of fitting sea connections 16.2.28 Completion of pumping arrangements 18.5.28 Engines tried under working conditions 18.5.28

Crank shaft, Material S.17.5 Identification Mark 518 J.D.17 Flywheel shaft, Material S.17.5 Identification Mark 7559 1953

Thrust shaft, Material S.17.5 Identification Mark 7.5.5 Q. Intermediate shafts, Material S.17.5 Identification Marks 7.5.5 7.5.5

Tube shaft, Material None Identification Mark — Screw shaft, Material S.17.5 Identification Mark 7.5.5

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 *Yes*

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 been constructed under special survey in accordance with the Society's Rules. The material and workmanship employed in its manufacture are sound and good.*

*It has been fitted on board the above vessel in a satisfactory manner and proved satisfactory under working conditions.*

*The vessel is eligible, in my opinion, to have record + L.M.C. 5.28*

*The four starting air receivers fitted, marked respectively, "L.M.C. 1.2.5.7. F.W. 31.10/4.11.27. were supplied by G. Knapp & Co. Ltd. 2138/2142. fitted on board the above building ship*

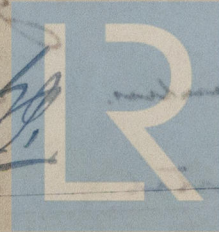
*The 517. "VICTOLITE". Hamburg. Report No. 17757.*

The amount of Entry Fee ... £ 6 : 0 : 0  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 25 MAY 1928  
When received, 11-6-1928

Committee's Minute **GLASGOW 29 MAY 1928**

Assigned *+ L.M.C. 5.28.*

CERTIFICATE WRITTEN.



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