

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 21 DEC 1927

Date of writing Report 19 When handed in at Local Office 12-12-1927 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 26.4.26 Last Survey 6-12-1927  
Reg. Book. on the new steel 515" VOCO". (Number of Visits 52)

Built at Port Glasgow By whom built Lillhous Yard No. 803 Tons Gross 1927

Engines made at Glasgow By whom made David Rowan & Co Ltd Engine No. 865 when made 1927

Boilers made at Glasgow By whom made David Rowan & Co Ltd Boiler No. 865 when made 1927

Registered Horse Power Owners Vacuum Oil Co Ltd Port belonging to London

Nom. Horse Power as per Rule 666 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended carrying petroleum in bulk

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 70

Dia. of Cylinders 26½" 46" 79" Length of Stroke 54" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 15.42" Crank pin dia. 16½" Crank webs Mid. length breadth 2-0" Thickness parallel to axis 10 7/8"

Intermediate Shafts, diameter as per Rule 14.69" Thrust shaft, diameter at collars as per Rule 15.42"

Tube Shafts, diameter as fitted 15" Screw Shaft, diameter as fitted 16 7/8" Is the tube shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 13 1/16" Thickness between bushes as per Rule 5 9/8" 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

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

Propeller, dia. 19-0" Pitch 19-0" No. of Blades 4 Material Bronze whether Moveable yes Total Developed Surface 120 sq. feet

Feed Pumps worked from the Main Engines, No. none Diameter 4½" Stroke 27" Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4½" Stroke 27" Can one be overhauled while the other is at work yes

Feed Pumps No. and size 2 @ 12 & 9 x 24 How driven steam Pumps connected to the Main Bilge Line No. and size 1 @ 8 & 10 x 10 How driven steam

Ballast Pumps, No. and size none Lubricating Oil Pumps, including Spare Pump, No. and size none

Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 4 @ 3" 2 @ 2½"

In Holds, &c. 2 oil tanks

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 5½" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 12"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

Are the Bilge Suctions in the Machinery Space 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 both

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold 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 large pipes 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 Inchy app. worked from

MAIN BOILERS, &c.—(Letter for record (S) Total Heating Surface of Boilers 9300 sq. ft.)

Is Forced Draft fitted yes No. and Description of Boilers three single ended Working Pressure 220 lb

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? —

PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers — Donkey Boilers —

(If not state date of approval)

Superheaters — General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:— As per Rules and in addition:—

3 crankshafts: one propelled shaft, one piston rod and nut, one thrust shoe, one ahead guide shoe, one bilge pump plunger, one L.P. valve spindle, four propeller blades, one link block with sliders, one eccentric sheave and strap, one air pump rod, nuts and bracket, one pair of crankpin brasses, one pair of top end brasses, one set of piston rings and springs (Dortmunder and Barlow) for each piston and piston valve.

The foregoing is a correct description,

For David Rowan & Co. Ltd  
Arch. W. Grierson

Manufacturer.



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Lloyd's Register  
Foundation

003659-003670-0179



1921 Apr 26-28 May 5-11-16-27 Jun 2-13-21-24-27 Jul 7-11 Aug 6-8-9-11-16-25 Sep 8-9-12-13-15-16-19-21  
23-27-29-30 Oct 7-10-14-19-21-24-27-28 Nov 2-7-9-10-14-15-17-21-23-25-28 Dec 3-6  
During progress of work in shops - -  
Dates of Survey while building  
During erection on board vessel - - -  
Total No. of visits 508 52

Dates of Examination of principal parts—Cylinders 19-9-27 Slides 10-10-27 Covers 12-9-27  
Pistons 29-9-27 Piston Rods 27-9-27 Connecting rods 21-9-27  
Crank shaft 9-9-27 Thrust shaft 30-9-27 Intermediate shafts 8-9-27  
Tube shaft - Screw shaft 29-9-27 Propeller 30-9-27  
Stern tube 27-9-27 Engine and boiler seatings 19-10-27 Engines holding down bolts 7-11-27

Completion of fitting sea connections *epk*  
Completion of pumping arrangements 21-10-27 Boilers fixed 7-11-27 Engines tried under steam 6-12-27  
Main boiler safety valves adjusted 23-11-27 Thickness of adjusting washers *Port 1 1/8" 59 1/2" Cent 1 1/8" 59 1/2" Star 1 1/8" 59 1/2"*  
Crank shaft material *J. Steel* Identification Mark *LLOYDS N° 866 L.F.D. 9-9-27* Thrust shaft material *J. Steel* Identification Mark *LLOYDS N° 7456 L.F.D. 9-9-27*  
Intermediate shaft material *J. Steel* Identification Marks *LLOYDS N° 2484 L.F.D. 9-9-27* Tube shaft material *J. Steel* Identification Mark  
Screw shaft material *J. Steel* Identification Mark *LLOYDS N° 303 L.F.D. 29-9-27* Steam Pipes material *Steel* Test pressure 660 Date of Test 14-11-27  
Is an installation fitted for burning oil fuel *yes* Is the flash point of the oil to be used over 150°F. *yes*

Have the requirements of the Rules for the use of oil as fuel been complied with *yes*  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo  *tanker* If so, have the requirements of the Rules been complied with *yes*  
Is this machinery duplicate of a previous case *yes* If so, state name of vessel *"Pulpit Point"*

General Remarks (State quality of workmanship, opinions as to class, &c.)

*The materials and workmanship are good.  
The machinery has been constructed under special survey in accordance with the Rules, satisfactorily fitted in the vessel tried under steam and found good.  
It is eligible in my opinion for classification and the records - + LMC 12.27 and fitted for oil fuel 12.27 F.P. above 150°F.*

*It is submitted that  
this vessel is eligible for  
THE RECORD. + LMC 12.27. F.D. CL.*

*Fitted for oil fuel 12.27 F.P. above 150°F.*

CERTIFICATE WRITTEN  
*21.12.27*  
*23.12.27*

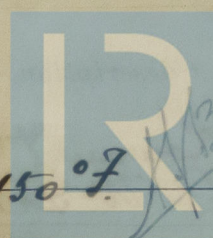
The amount of Entry Fee ... £ 6 : : When applied for, *12.12.27*  
Special ... £ 108 : 6 : : *Sch Davis*  
Donkey Boiler Fee ... £ : : : When received, *15.12.27*  
Travelling Expenses (if any) £ : : : *15.12.27*

Committee's Minute GLASGOW 20 DEC 1927

Assigned + L.M.C. 12.27 *FD*

CERTIFICATE WRITTEN

*Fitted for oil fuel 12.27 F.P. above 150°F.*



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