

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".
 Built at Port Glasgow By whom built Sillgrows Yard No. 803 When built 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 bunkering petroleum in bulk

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 70
 Dia. of Cylinders 26 1/2" 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. 16 1/2" Crank webs Mid. length breadth 2-0" Thickness parallel to axis 10 7/8"
 as fitted 15 3/4" Mid. length thickness 10 1/8" shrunk Thickness around eye-hole 7 1/4"
 Intermediate Shafts, diameter as per Rule 14.69" Thrust shaft, diameter at collars as per Rule 15.42"
 as fitted 15" as fitted 16"
 Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 16.27" Is the shaft fitted with a continuous liner yes
 as fitted - as fitted 16 7/8"
 Bronze Liners, thickness in way of bushes as per Rule 13.16" Thickness between bushes as per Rule 5.98" Is the after end of the liner made watertight in the propeller boss yes
 as fitted 13 1/16" as fitted 3/4"
 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
 Length of Bearing in Stern Bush next to and supporting propeller 5-10"
 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 - Stroke - Can one be overhauled while the other is at work -
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 27" Can one be overhauled while the other is at work yes
 Feed Pumps No. and size 2 @ 12 & 9 x 24 Pumps connected to the Main Bilge Line No. and size 1 @ 8 & 10 x 10 How driven steam
 How driven steam
 Ballast Pumps, No. and size none Lubricating Oil Pumps, including Spare Pump, No. and size -
 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 @ 2 1/2"
 In Holds, &c. 2 oil tanks

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 5 1/2" 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 -
 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

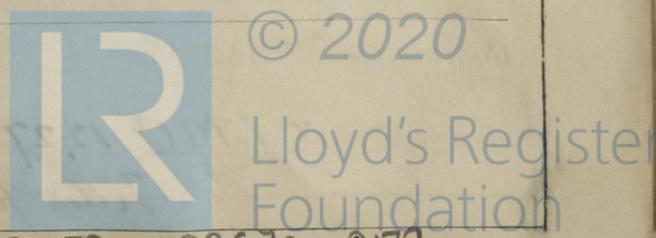
MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 9300 sq. ft.
 Is Forced Draft fitted yes No. and Description of Boilers three single ended Working Pressure 220 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? -

PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers - Donkey Boilers -
 Superheaters - General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:—As per Rules and in addition:—
 1/2 crankshaft, 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 propelled blades, one link block with slippers, 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 (Dortwood and Barlisle) for each piston and piston valve.

The foregoing is a correct description,
 For David Rowan & Co. Ltd
 Arch. W. Greerson

Manufacturer.



NOTE.—The words which do not apply should be deleted.

1927 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

Dates of Survey while building

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 2-10-27 Boilers fixed 7-11-27 Engines tried under steam 6-12-27
 Main boiler safety valves adjusted 23-11-27 Thickness of adjusting washers *Pin 1/8" 59/16" Bentall 1/4" 59/16" Std 1/4" 59/16"*

Crank shaft material *J. Steel* Identification Mark *LLOYD'S NO 866 L.F.D. 9-9-27* Thrust shaft material *J. Steel* Identification Mark *LLOYD'S NO 7486 L.F.D. 9-9-27*
 Intermediate shaft material *J. Steel* Identification Marks *LLOYD'S NO 2484 L.F.D. 9-9-27* Tube shaft material *J. Steel* Identification Mark
 Screw shaft material *J. Steel* Identification Mark *LLOYD'S NO 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 *tanquer* 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 FP above 150°F.*

It is submitted that this vessel is eligible for THE RECORD. + LMC 12.27. FD. CL.
Fitted for oil fuel 12.27 F.P. above 150°F.

Signature
 20/12/27

CERTIFICATE WRITTEN
 21-12-27
 23-12-27

The amount of Entry Fee ... £ 6 : : When applied for, 12-12-27
 Special ... £ 108 : 6 : :
 Donkey Boiler Fee ... £ : : :
 Travelling Expenses (if any) £ : : : When received, 15-12-27

Sch Davis
 Engineer Surveyor to Lloyd's Register of Shipping.

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.



12/12/27

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