

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

21 DEC 1927

Date of writing Report 18-10-1927. When handed in at Local Office 14th Dec. 1927. Port of Greenock.

No. in Survey held at Port Glasgow Date, First Survey 29th September, 1927 Last Survey 17-10-1927
 Reg. Book. on the SS "Voco" (Number of Visits 4) Tons { Gross 8626
 Net 5204
 Built at Port Glasgow. By whom built Messrs Lithgow & Co. Ltd. Yard No. 803 When built 1924
 Engines made at Glasgow By whom made D. Rowan & Co. Ltd. Engine No. when made 1924
 Boilers made at " By whom made " Boiler No. when made 1924
 Registered Horse Power Owners Vacuum Oil Company Ltd Port belonging to London.
 Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Foreign

ENGINES, &c.—Description of Engines

(This section is crossed out with a large diagonal line)

Revs. per minute

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks

Crank shaft, dia. of journals as per Rule Length of Stroke Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
 as fitted Crank webs Mid. length thickness shrunk Thickness around eye-hole

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted as fitted

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube } shaft fitted with a continuous liner {
 as fitted as fitted as fitted

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 as fitted as fitted as fitted propeller boss

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

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

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

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

Feed Pumps { No. and size How driven Pumps connected to the { No. and size How driven
 Main Bilge Line

Ballast Pumps, No. and size 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
 In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 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

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 ✓ Are the Overboard Discharges above below the deep water line yes

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 are carried 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 ✓

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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

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

Is Forced Draft fitted No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register Foundation

003659-003670-0188

(1927) Sept 29. Oct 4. 13. 14.

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft fitted 14-10-27 Propeller fitted 14-10-27
Stern tube fitted 14-10-27 Engine and boiler seatings Engines holding down bolts
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material Identification Mark Thrust shaft material Identification Mark
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test
Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150° F.
Have the requirements of the Rules for carrying and burning oil fuel been complied with
Is this machinery duplicate of a previous case If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. The propeller, screw shaft stem tube and sea connections have been satisfactorily fitted on board the vessel. The vessel has now left for Glasgow for installation of machinery. Glasgow surveyors notified.

13/10/27

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

The amount of Entry Fee	... £	:	:	When applied for,
Special	... £	✓	:	19
Donkey Boiler Fee	... £	✓	:	When received,
Travelling Expenses (if any)	£	:	:	19

J. A. Owen
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 20 DEC 1927

Assigned See Gls. Rpt. No. 47390