

REPORT ON MACHINERY.

 No. 46243
 30 JUN 1926

Received at London Office

Date of writing Report

19

When handed in at Local Office

28.6.1926

Port of

Glasgow

No. in Survey held at
Reg. Book.

Glasgow

Date, First Survey

22nd Feb 1926

East Survey

23-6-1926

(Number of Visits 36)

on the new steel S/S "VASCO"

Master

Built at

Port Glasgow

By whom built

R. Duncan & Co (S/S N° 373)

When built

1926

Engines made at

Glasgow

By whom made

D. Rowan & Co Ltd (N° 838)

when made

1926

Boilers made at

Glasgow

By whom made

D. Rowan & Co Ltd (N° 838)

when made

1926

Registered Horse Power

Owners

M. M. de Pinillos

Port belonging to

Cadix

Nom. Horse Power as per Section 28

137

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

ENGINES, &c.—Description of Engines

Triple expansion

No. of Cylinders

3

No. of Cranks

3

Dia. of Cylinders

16" 27" 44"

Length of Stroke

30"

Revs. per minute

106

Dia. of Screw shaft

as per rule 8.98"

Material of

steel

screw shaft fitted with a continuous liner the whole length of the stern tube

yes

Is the after end of the liner made water tight

propeller boss

yes

If the liner is in more than one length are the joints burned

-

If the liner does not fit tightly at the part

in the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive

yes

If two

are fitted, is the shaft lapped or protected between the liners

Length of stern bush

3'2"

Dia. of Tunnel shaft

as per rule 7.98"

as fitted 8.8"

Dia. of Crank shaft journals

as per rule 8.38"

as fitted 8.98"

Dia. of Crank pin

8.3"

Size of Crank webs

12x6.5"

Dia. of thrust shaft under

s

8.7"

Dia. of screw

12'0"

Pitch of Screw

12'6"

No. of Blades

4

State whether movable

no

Total surface

470 ft

of Feed pumps

2

Diameter of ditto

2.5"

Stroke

15"

Can one be overhauled while the other is at work

yes

of Bilge pumps

2

Diameter of ditto

3"

Stroke

15"

Can one be overhauled while the other is at work

yes

of Donkey Engines

Three

Sizes of Pumps

8.8x8.8

6.8x4.4

7.4x3.5

No. and size of Suctions connected to both Bilge and Donkey pumps

In Holds, &c. Fore hold - 2 @ 2.74" after hold 1 @ 2.2"

Engine Room

3 @ 2.4"

Tunnel well - 1 @ 2.4"

of Bilge Injections

1 sizes

4"

Connected to condenser, or to circulating pump

b.p.

Is a separate Donkey Suction fitted in Engine room & size

yes, 3.4"

all the bilge suction pipes fitted with roses

yes

Are the roses in Engine room always accessible

yes

Are the sluices on Engine room bulkheads always accessible

-

all connections with the sea direct on the skin of the ship

yes

Are they Valves or Cocks

both

they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

yes

Are the Discharge Pipes above or below the deep water line

below

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

Grk

all pipes are carried through the bunkers

Forward hold suction

How are they protected

under wood casing

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

yes

the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges

yes

the Screw Shaft Tunnel watertight

yes

Is it fitted with a watertight door

yes

worked from

Bridge deck

MACHINERY, &c.—(Letter for record)

(S)

Manufacturers of Steel

Gutehoffnungshütte A. G. of Oberhausen, Germany.

Total Heating Surface of Boilers

2412 sq ft

Is Forced Draft fitted

no

No. and Description of Boilers

two single ended

Working Pressure

180

Tested by hydraulic pressure to

320

Date of test

4-5-26

No. of Certificate

17119

each boiler be worked separately

yes

Area of fire grate in each boiler

31.6 sq ft

No. and Description of Safety Valves to

each boiler

two direct spring

Area of each valve

3.970"

Pressure to which they are adjusted

185

Are they fitted with easing gear

yes

smallest distance between boilers or uptakes and bunkers or woodwork

15"

Mean dia. of boilers

11'6"

Length

10'0"

Material of shell plates

steel

thickness

31"

Range of tensile strength

28-32 tons

Are the shell plates welded or flanged

no

Descrip. of riveting: cir. seams

DR

No. of seams

DRS. IR

Diameter of rivet holes in long. seams

1.16"

Pitch of rivets

7.3/16"

Lap of plates or width of butt straps

16"

percentages of strength of longitudinal joint

rivets 97.2

plate 85.2

Working pressure of shell by rules

182

Size of manhole in shell

19.2" x 15.2"

No. of compensating ring

2-8x2.4x3.2

No. and Description of Furnaces in each boiler

two

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two

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two

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two

No. and Description of Furnaces in each boiler

two

length of plain part

top

bottom

Thickness of plates

bottom 3.2"

Description of longitudinal joint

welded

No. of strengthening rings

none

Working pressure of furnace by the rules

184

Combustion chamber plates: Material

steel

Thickness: Sides

3.9"

Back

3.9"

Top

3.9"

Bottom

3.9"

Pitch of stays to ditto: Sides

8.5x8.5

Back

9.2x8.2

Top

8.5x8.5

If stays are fitted with nuts or riveted heads

nuts

Working pressure by rules

180

Material of stays

steel

Area at smallest part

1.350"

Area supported by each stay

700"

Working pressure by rules

180

End plates in steam space:

Material

steel

Thickness

3.2"

Pitch of stays

16.3x15.5

How are stays secured

DN

Working pressure by rules

181

Material of stays

steel

Area at smallest part

3.970"

Area supported by each stay

2320"

Working pressure by rules

185

Material of Front plates at bottom

steel

Thickness

2.7"

Material of Lower back plate

steel

Thickness

3.4"

Greatest pitch of stays

13.8x8.2"

Working pressure of plate by rules

182

Diameter of tubes

3.4"

Pitch of tubes

4.2x4.8"

Material of tube plates

steel

Thickness: Front

2.7"

Back

2.3"

Mean pitch of stays

10"

Pitch across wide water spaces

13.7x8.2"

Working pressures by rules

183

Girders to Chamber tops: Material

steel

Depth and

Thickness of girder at centre

20x5.8x7"

Length as per rule

24.4"

Distance apart

8.5"

Number and pitch of stays in each

2 @ 8.5"

Working pressure by rules

181

Steam dome: description of joint to shell

none

% of strength of joint

Diameter Thickness of shell plates Material Description of longitudinal joint Diam. of rivet holes

Pitch of rivets

Working pressure of shell by rules

Crown plates

Thickness

How stayed

SUPERHEATER. Type

none

Date of Approval of Plan

IS A DONKEY BOILER FITTED? *yes*

If so, is a report now forwarded? *yes*

SPARE GEAR. State the articles supplied:— *In accordance with the Rules and in addition, one HP piston valve and one propeller.*

The foregoing is a correct description,

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

Manufacturer.

Dates of Survey while building
During progress of work in shops -- *1926 Feb. 22-23 Mar. 28-14 22 24 25 29 Apr. 8-9 16 19 20 21 24 30 May 3 4 5 10 14 20 25 31 June*
During erection on board vessel -- *4 7 8 11 14 16 17 23*
Total No. of visits *35*

Is the approved plan of main boiler forwarded herewith *yes*

" " " donkey " " " *yes*

Dates of Examination of principal parts—Cylinders *20-5-26* Slides *20-5-26* Covers *20-5-26* Pistons *20-5-26* Rods *20-5-26*

Connecting rods *21-4-26* Crank shaft *25-3-26* Thrust shaft *25-3-26* Tunnel shafts *25-3-26* Screw shaft *30-4-26* Propeller *30-4-*

Stern tube *3-5-26* Steam pipes tested *4-6-26* Engine and boiler seatings *2-6-26* Engines holding down bolts *11-6-26*

Completion of pumping arrangements *14-6-26* Boilers fixed *11-6-26* Engines tried under steam *23-6-26*

Completion of fitting sea connections *G.R.* Stern tube *G.R.* Screw shaft and propeller *G.R.*

Main boiler safety valves adjusted *17-6-26* Thickness of adjusting washers *Port boiler - both $\frac{3}{8}$ " stbr boiler - $\frac{3}{8}$ " $\frac{5}{16}$ "*

Material of Crank shaft *1. steel* Identification Mark on Do. *LLOYD'S NO 1530 L.C.D. 25-3-26* Material of Thrust shaft *1. steel* Identification Mark on Do. *LLOYD'S NO 124 L.C.D. 25-3*

Material of Tunnel shafts *1. steel* Identification Marks on Do. *LLOYD'S NO 1530 L.C.D. 25-3-26* Material of Screw shafts *1. steel* Identification Marks on Do. *LLOYD'S NO 1530 L.C.D. 25-3-26*

Material of Steam Pipes *Lapwelded steel* Test pressure *540 lb per sq in*

Is an installation fitted for burning oil fuel *no* Is the flash point of the oil to be used over 150°F. *✓*

Have the requirements of Section 49 of the Rules been complied with *✓*

Is this machinery duplicate of a previous case *yes* If so, state name of vessel *"Ibero"*

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

The workmanship and materials 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 Record + LMC 6.26

It is submitted that this vessel is eligible for THE RECORD. + LMC 6.26 CL

W.D. 5/7/26

The amount of Entry Fee ... £ *3* :
Special ... £ *34* : *5* :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ :

When applied for, *29 JUN 1926*

When received, *6. 7. 26*

S. C. Davis

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute *GLASGOW 29 JUN 1926*

Assigned *+ LMC 6.26*



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