

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

30 JUN 1926

Date of writing Report 2nd June 1926. When handed in at Local Office 2nd June 1926. Port of Greenock.

To. in Survey held at Port Glasgow.

Reg. Book.

Date, First Survey 29th April, 1926. Last Survey 25th May 1926.

(Number of Visits 3)

on the SS "VASCO"

Built at Port Glasgow. By whom built Messrs R. Duncan &amp; Co. Ltd

Yard No. 343

Tons { Gross  
Net

When built 1926.

Engines made at Glasgow

By whom made Messrs D. Rowan &amp; Co. Ltd

Engine No.

when made

Boilers made at

By whom made

Boiler No.

when made

Registered Horse Power

Owners Miguel de Pinillos

Port belonging to Cadix.

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 trade.

## MACHINES, &amp;c.—Description of Engines

Description of Engines		Revs. per minute	
No. of Cylinders	Length of Stroke	No. of Cylinders	No. of Cranks
Crank shaft, dia. of journals	Crank pin dia.	Crank webs	Thickness parallel to axis
Intermediate Shafts, diameter	Thrust shaft, diameter at collars	Mid. length breadth	Thickness around eye-hole
Tube Shafts, diameter	Screw Shaft, diameter	Mid. length thickness	Is the tube shaft fitted with a continuous liner
Brass Liners, thickness in way of bushes	Thickness between bushes	Is the after end of the liner made watertight in the	
Propeller boss	If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner		
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	Length of Bearing in Stern Bush next to and supporting propeller		
Propeller, dia.	Pitch	No. of Blades	Material
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	Pumps connected to the Main Bilge Line	No. and size	How driven
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 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.

That Pipes are carried through the bunkers

How are they protected

That 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, &amp;c.—(Letter for record) Total Heating Surface of Boilers

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

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

EXTRA GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



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

(1926) April 29. May 10. 25.  
3.

Dates of Examination of principal parts—Cylinders  
Pistons  
Crank shaft  
Tube shaft  
Stern tube  
Completion of pumping arrangements  
Main boiler safety valves adjusted  
Crank shaft material  
Intermediate shafts, material  
Screw shaft, material  
Is an installation fitted for burning oil fuel  
Have the requirements of the Rules for carrying and burning oil fuel been complied with  
Is this machinery duplicate of a previous case

Piston Rods  
Thrust shaft  
Screw shaft  
Engine and boiler seatings  
Boilers fixed  
Thickenss of adjusting washers  
Identification Mark  
Identification Marks  
Identification Mark  
Steam Pipes, material  
If so, state name of vessel

Slides  
Connecting rods  
Intermediate shafts  
Propeller  
Engines holding down bolts  
Engines tried under steam  
Thrust shaft material  
Tube shaft, material  
Test pressure  
Date of Test  
Is the flash point of the oil to be used over 150°F.

Covers

General Remarks (State quality of workmanship, opinions as to class, &c. The propeller, tail shaft, sea connections, engine and boiler seatings have been satisfactorily fitted on board. The vessel has now left for Glasgow for installation of machinery.  
Glasgow Surveyors notified.

The amount of Entry Fee ... £  
Special ... £  
Donkey Boiler Fee ... £  
Travelling Expenses (if any) £

When applied for, 19  
When received, 19

Committee's Minute GLASGOW 29 JUN 1926

Assigned

See Gen. Rpt. No. 45773



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