

# 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.

No. in Survey held at Port Glasgow.

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

Reg. Book. on the SS "VASCO"

(Number of Visits 3)

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

Yard No. 343

Tons Gross Net When built 1926.

Engines made at Glasgow

By whom made Messrs D. Rowan & Co. Ltd

Engine No.

when made

Boilers made at

By whom made

Boiler No.

when made

Registered Horse Power

Owners Miguel M 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.

## ENGINES, &c.—Description of Engines

No. of Cylinders		Length of Stroke		No. of Cranks		Revs. per minute	
as per Rule	as fitted	as per Rule	as fitted	as per Rule	as fitted	as per Rule	as fitted
Crank shaft, dia. of journals		Crank pin dia.		Crank webs		Thrust shaft, diameter at collars	
as per Rule		as per Rule		as per Rule		as per Rule	
as fitted		as fitted		as fitted		as fitted	
Intermediate Shafts, diameter		Screw Shaft, diameter		Is the tube shaft fitted with a continuous liner		Is the after end of the liner made watertight in the	
as per Rule		as per Rule		as per Rule		as per Rule	
as fitted		as fitted		as fitted		as fitted	
Bronze Liners, thickness in way of bushes		Thickness between bushes		If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner		Is the after end of the liner made watertight in the	
as per Rule		as per Rule		as per Rule		as per Rule	
as fitted		as fitted		as fitted		as fitted	
Propeller boss		Length of Bearing in Stern Bush next to and supporting propeller		Is an approved Oil Gland or other appliance fitted at the after		Is the after end of the liner made watertight in the	
as per Rule		as per Rule		as per Rule		as per Rule	
as fitted		as fitted		as fitted		as fitted	
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		Length of Bearing in Stern Bush next to and supporting propeller		Is an approved Oil Gland or other appliance fitted at the after		Is the after end of the liner made watertight in the	
as per Rule		as per Rule		as per Rule		as per Rule	
as fitted		as fitted		as fitted		as fitted	
Propeller, dia.		Material		Total Developed Surface		sq. feet	
Pitch		whether Moveable		as per Rule		as per Rule	
No. of Blades		as per Rule		as per Rule		as per Rule	
as fitted		as fitted		as fitted		as fitted	
Feed Pumps worked from the Main Engines, No.		Diameter		Stroke		Can one be overhauled while the other is at work	
as per Rule		as per Rule		as per Rule		as per Rule	
as fitted		as fitted		as fitted		as fitted	
Bilge Pumps worked from the Main Engines, No.		Diameter		Stroke		Can one be overhauled while the other is at work	
as per Rule		as per Rule		as per Rule		as per Rule	
as fitted		as fitted		as fitted		as fitted	
Feed Pumps, No. and size		Pumps connected to the Main Bilge Line		No. and size		How driven	
as per Rule		as per Rule		as per Rule		as per Rule	
as fitted		as fitted		as fitted		as fitted	
Ballast Pumps, No. and size		Lubricating Oil Pumps, including Spare Pump, No. and size		No. and size		How driven	
as per Rule		as per Rule		as per Rule		as per Rule	
as fitted		as fitted		as fitted		as fitted	
Are two independent means arranged for circulating water through the Oil Cooler		Suctions, connected to both Main Bilge Pumps and Auxiliary		No. and size		How driven	
as per Rule		as per Rule		as per Rule		as per Rule	
as fitted		as fitted		as fitted		as fitted	
Bilge Pumps;—In Engine and Boiler Room		Suctions, connected to both Main Bilge Pumps and Auxiliary		No. and size		How driven	
as per Rule		as per Rule		as per Rule		as per Rule	
as fitted		as fitted		as fitted		as fitted	
In Holds, &c.		Suctions, connected to both Main Bilge Pumps and Auxiliary		No. and size		How driven	
as per Rule		as per Rule		as per Rule		as per Rule	
as fitted		as fitted		as fitted		as fitted	

Main Water Circulating Pump Direct Bilge Suctions, No. and size		Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size	
as per Rule		as per Rule	
as fitted		as fitted	
Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes		Are they fitted with Valves or Cocks	
as per Rule		as per Rule	
as fitted		as fitted	
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 the Overboard Discharges above or below the deep water line	
as per Rule		as per Rule	
as fitted		as fitted	
Are all Sea Connections fitted direct on the skin of the ship		Are the Blow Off Cocks fitted with a spigot and brass covering plate	
as per Rule		as per Rule	
as fitted		as fitted	
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates		How are they protected	
as per Rule		as per Rule	
as fitted		as fitted	
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel		Have they been tested as per Rule	
as per Rule		as per Rule	
as fitted		as fitted	
That Pipes are carried through the bunkers		Is the Shaft Tunnel watertight	
as per Rule		as per Rule	
as fitted		as fitted	
That pipes pass through the deep tanks		Is it fitted with a watertight door	
as per Rule		as per Rule	
as fitted		as fitted	
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times		worked from	
as per Rule		as per Rule	
as fitted		as fitted	
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			
as per Rule			
as fitted			

**MAIN BOILERS, &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

(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

During progress of work in shops - -  
 Dates of Survey while building (1926) April 29. May 10. 25.  
 During erection on board vessel - - -  
 Total No. of visits 3.

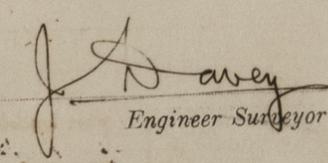
Dates of Examination of principal parts—Cylinders Slides Covers  
 Pistons Piston Rods Connecting rods  
 Crank shaft Thrust shaft Intermediate shafts  
 Tube shaft Screw shaft Propeller  
 Stern tube Engine and boiler seatings 25/5/26. Engines holding down bolts  
 Completion of pumping arrangements 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, 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.

Mon 27/5/26  
 28-6-26

Certificate to be sent to

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

  
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute GLASGOW 29 JUN 1926

Assigned See Gen. Rpt. No. 45773