

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

30 JAN 1929

Date of writing Report 19 When handed in at Local Office 18. 1. 19 29 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 28. 5. 28 Last Survey 17. 1. 1929
 Reg. Book. (Number of Visits 77)

on the new steel 915 "VACUOLINE" Tons { Gross 8670
 Net 5223

Built at Port Glasgow By whom built Lithgows Ltd Yard No. 820 When built 1929

Engines made at Glasgow By whom made Daind Rowan & Co Ltd Engine No. 889 when made 1929

Boilers made at Glasgow By whom made Daind Rowan & Co Ltd Boiler No. 889 when made 1929

Registered Horse Power Owners Vacuum Oil Co Ltd Port belonging to London

Nom. Horse Power as per Rule 630 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended carrying oil in bulk

ENGINES, &c.—Description of Engines Quadruple expansion (balanced) Revs. per minute 75

Dia. of Cylinders 24 3/4" - 35 3/8" - 51" - 73" Length of Stroke 51" No. of Cylinders 4 No. of Cranks 4

Crank shaft, dia. of journals as per Rule 14.6475" Crank pin dia. 15 3/8" Crank webs Mid. length breadth 22" Thickness parallel to axis 9 7/8"
 as fitted 15" Mid. length thickness 9 7/8" Thickness around eye-hole 6 5/8"

Intermediate Shafts, diameter as per Rule 13.95" Thrust shaft, diameter at collars as per Rule 14.6475"
 as fitted 14.25" as fitted 15 1/2"

Tube Shafts, diameter as per Rule 15.533" Is the screw shaft fitted with a continuous liner yes
 as fitted 16 1/8"

Bronze Liners, thickness in way of bushes as per Rule .7743 Thickness between bushes as per Rule .61" Is the after end of the liner made watertight in the propeller boss yes
 as fitted 13/16" as fitted 3/4"

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 no Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no

Propeller, dia. 18'6" Pitch 18'0" No. of Blades 4 Material Bronze whether Moveable yes Total Developed Surface 114 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 @ 9 1/2" x 24" Pumps connected to the { No. and size General service - 8 1/2" x 10"
 How driven steam Main Bilge Line { How driven steam

Ballast Pumps, No. in cargo pump room Lubricating Oil Pumps, including Spare Pump, No. and size -

Are two independent means arranged for circulating water through the Oil Cooler no Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps; In Engine and Boiler Room 4 @ 3" and one @ 5"

In Holds, &c. tenants

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 11" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5 1/2"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes

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 - 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 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 mechanically Is it fitted with a watertight door - worked from -

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 9276 sq ft

Is Forced Draft fitted yes No. and Description of Boilers three single ended 358 Working Pressure 230 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 yes Donkey Boilers yes

(If not state date of approval)

Superheaters - General Pumping Arrangements with ship reports Oil fuel Burning Piping Arrangements -

SPARE GEAR. State the articles supplied:— In accordance with the Rules and in addition, one 1/2 crankshaft, one propeller shaft, one piston rod and nuts, one thrust shoe, one eccentric sheave and strap and four bronze propeller blades.

The foregoing is a correct description,

DAVID ROWAN & CO. LIMITED

Manufacturer.

Allen Stevenson Director

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003534-003540-0130
003534-003540-0131

If not, state whether, and when, one will be sent? Yes

Is a Report also sent on the Hull of the Ship?

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

52784

During progress of work in shops - - 1928 May 28 June 1. 15. 19. 21. 23. 27. 28. 29 July 9. 10. 20. 31 Aug 2. 3. 9. 16. 18. 22. 28. 31 Sep 3. 5. 7
 12. 13. 14. 15. 16. 17. 18. 19. 22. 23. 24. 26. 29 Nov 1. 6. 7. 9
 During erection on board vessel - - - 23. 26 Dec 3. 4. 6. 11. 13. 17. 18. 19 20. 26. 27 (1929) Jan 8. 10. 14. 17.
 Total No. of visits 58 77
 P&P P&P P&P

Dates of Examination of principal parts—Cylinders 11-9-28 Slides 5-10-28 Covers 19-9-28
 Pistons 2-10-28 Piston Rods 29-10-28 Connecting rods 1-10-28
 Crank shaft 14-9-28 Thrust shaft 15-10-28 Intermediate shafts 14-9-28
 Tube shaft ✓ Screw shaft 22-10-28 Propeller 22 & 23-10-28
 Stern tube 9-11-28 Engine and boiler seatings 3-12-28 Engines holding down bolts 13-12-28
 Completion of fitting sea connections ✓
 Completion of pumping arrangements 27-12-28 Boilers fixed 20-12-28 Engines tried under steam
 Main boiler safety valves adjusted 27-12-28 Thickness of adjusting washers ✓
 Crank shaft material I steel Identification Mark LLOYD'S No 889 L.C.D. 14-9-28 Thrust shaft material I steel Identification Mark LLOYD'S No 889 L.C.D. 15-10-28
 Intermediate shafts, material I steel Identification Marks LLOYD'S No 889 L.C.D. 14-9-28 Tube shaft, material - Identification Mark LLOYD'S No 889 L.C.D. 15-10-28
 Screw shaft, material I steel Identification Mark (working) LLOYD'S No 378 L.C.D. 26-10-28 Steam Pipes, material steel Test pressure 690 Date of Test 3-9-28
 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 tanker If so, have the requirements of the Rules been complied with -
 Is this machinery duplicate of a previous case no If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The materials and workmanship are good
 The machinery of this vessel has been constructed under special survey in accordance with the Rules. satisfactorily fitted, tried under steam and found good
 It is eligible in my opinion for Classification and the records + LMC 1,29
 "Fitted for oil fuel 1,29 F.P. above 150° Fah." 11 01

It is submitted that this vessel is eligible for THE RECORD. + LMC 1,29. CL. F.D.
 Fitted for oil fuel 1,29. F.P. above 150°F.

A. S.
 18/11/29.

J.M. 30/1/29.

Certificate to be sent to GLASGOW

The amount of Entry Fee ... £ 6 : :
 Special ... £ 106 : 10 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 18 JAN 1929
 When received, 21/1/29

S. Cairns
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 29 JAN 1929

Assigned + LMC 1,29 FD.

Fitted for oil fuel 1,29 F.P. above 150°F.



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