

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

8 SEP 1926

Date of writing Report

19

When handed in at Local Office

30/8/1926

Port of

Glasgow

2-9-26 G.R.

No. in Survey held at

Glasgow

Date, First Survey

29th Jan

Last Survey

28-8-1926

Reg. Book.

on the new steel S/S "PLUME"

Number of Visits

60

Built at

Port Glasgow

By whom built

Dithgows Ltd

Yard No.

790

Engines made at

Glasgow

By whom made

D. Rowan & Co. Ltd

Engine No.

835

Boilers made at

Glasgow

By whom made

" " " "

Boiler No.

832

Registered Horse Power

Owners Vacuum Oil Co. Ltd

Port belonging to

London

Nom. Horse Power as per Rule

666

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

Trade for which Vessel is intended

S.S. PLUME

ENGINES, &c.—Description of Engines

Triple expansion

Revs. per minute

70

Dia. of Cylinders

26 1/2" 46" 79"

Length of Stroke

54"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule

15.42"

Crank pin dia.

16 1/2"

Crank webs

Mid. length breadth

2-0"

shrunk

Thickness parallel to axis

10 1/8"

Intermediate Shafts, diameter

as per Rule

14.69"

as fitted

15"

Thrust shaft, diameter at collars

as per Rule

15.42"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

16.57"

as fitted

16 7/8"

Is the

tube

shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule

1.99"

as fitted

1 1/8"

Thickness between bushes

as per Rule

.598"

as fitted

3/4"

Is the after end of the liner made watertight in the

propeller boss

yes

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

yes

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

yes

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

5-10"

Propeller, dia.

19'-0"

Pitch

19'-0"

No. of Blades

4

Material

Bronze

whether Moveable

yes

Total Developed Surface

120

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 @ 12 1/2" x 24"

How driven

Steam

Pumps connected to the

Main Bilge Line

No. and size

1 @ 8" x 10" x 10"

(General donkey)

How driven

Steam

Ballast Pumps, No. and size

General donkey in engine room

Lubricating Oil Pumps, including Spare Pump, No. and size

none

Are two independent means arranged for circulating water through the

Oil Cooler

none

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

1 @ 5" . 4 @ 3" . 2 @ 2 1/2"

In Holds, &c.

oil tank steamer

Main Water Circulating Pump Direct Bilge Suctions, No. and size

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 oil 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 are carried through the bunkers

none

How are they protected

-

What pipes pass through the deep tanks

cargo pipes

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

none

Is it fitted with a watertight door

mechanical

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers

9300 sq. ft.

Is Forced Draft fitted

yes

No. and Description of Boilers

Three single ended

Working Pressure

220

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

-

Donkey Boilers

-

(If not state date of approval)

Superheaters

-

General Pumping Arrangements

yes

Oil fuel Burning Piping Arrangements

yes

SPARE GEAR.

State the articles supplied:—

As per Rules and in addition:—

1/2 crankshaft. one propelled shaft. one piston rod and nuts. one thrust shoe. one ahead guide shoe. one bilge pump plunger. one L. P. valve spindle. four propeller blades. one link block with clippers. one eccentric sheave and strap. one air pump rod, nuts and bucket. one pair of crank pin brasses. one pair of top end brasses. one set of piston rings and springs (lockwood and barhole) for each piston and each piston valve.

The foregoing is a correct description,

For David Rowan & Co. Ltd
Arch. N. Grierson

Manufacturer.



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Foundation

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