

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

8 SEP 1926

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Date of writing Report 21st June 1926 When handed in at Local Office 22nd June 1926 Port of Greenock
 No. in Survey held at Port Glasgow Date, First Survey 12th May, 1926 Last Survey 18th June 1926
 Reg. Book. on the SS "PLUME" (Number of Visits 4)

Built at Port Glasgow By whom built Messrs Lithgow & Co Yard No. 490 Tons ^{Gross} 1926
 Engines made at Glasgow By whom made Messrs D. Rowan & Co Engine No. 1926
 Boilers made at " By whom made " Boiler No. 1926
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Revs. per minute
 Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks
 Crank shaft, dia. of journals as per Rule Crank pin dia. as fitted Crank webs Mid. length breadth Mid. length thickness Thickness parallel to axis Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner
 Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted 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
 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
 If 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 whether Moveable Total Developed Surface sq. feet
 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 How driven 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 Are they fitted with Valves or Cocks
 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
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
 What Pipes are carried 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
 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, &c.—(Letter for record) Total Heating Surface of Boilers Is 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.

W1037-0203



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Lloyd's Register
Foundation

Dates of Survey while building
 During progress of work in shops - - (1926) May 12-26 June 7-18.
 During erection on board vessel - - -
 Total No. of visits 4

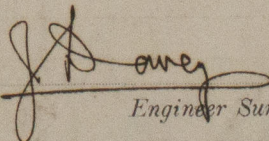
Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓
 Pistons ✓ Piston Rods ✓ Connecting rods ✓
 Crank shaft ✓ Thrust shaft ✓ Intermediate shafts ✓
 Tube shaft ✓ Screw shaft ✓ Propeller **FITTED.** 4-6-26.
 Stern tube **FITTED** 26-5-26. Engine and boiler seatings 18-6-26 Engines holding 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. Stern tube. tail shaft sea connection and engine and boiler seatings have been satisfactorily fitted on board the vessel. The vessel has now left for Glasgow for installation of machinery Glasgow Surveyors notified.

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

Committee's Minute **GLASGOW 7-SEP 1926**

Assigned See accompanying Mch. Report.


 Engineer Surveyor to Lloyd's Register of Shipping.