

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-9 NOV 1927

Date of writing Report

10

When handed in at Local Office

31.10.1927

Port of

Glasgow

No. in Survey held at  
Reg. Book.

Glasgow

Date, First Survey

31.10.27

Last Survey

27.10.1927

on the new steel S/S "PLANTER".

(Number of Visits 86)

Tons } Gross  
Net

Built at Glasgow

By whom built Charles Connell &amp; Co Ltd

Yard No. 408

When built 1927

Engines made at Glasgow

By whom made David Rowan &amp; Co Ltd

Engine No. 855

when made 1927

Boilers made at Glasgow

By whom made David Rowan &amp; Co Ltd

Boiler No. 855

when made 1927

Registered Horse Power 211

Owners T &amp; J Harrison

Port belonging to Liverpool

Nom. Horse Power as per Rule 524

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes

Trade for which Vessel is intended

S-S-B-P-1

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

Triple expansion

Revs. per minute

77

Dia. of Cylinders

27"-46"-77"

Length of Stroke

54"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 15.288

as fitted 15 3/8"

Crank pin dia.

15 5/8"

Crank webs

Mid. length breadth 23"

Mid. length thickness 9 3/8"

shrink

Thickness parallel to axis 9 3/8"

Thickness around eye-hole 6 3/16"

Intermediate Shafts, diameter

as per Rule 14.56

as fitted 14 5/8"

Thrust shaft, diameter at collars

as per Rule 15.288

as fitted 15 5/8"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 16.1

as fitted 16 1/8"

Is the tube screw shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule .79"

as fitted 7/8"

Thickness between bushes

as per Rule 12"

as fitted 12"

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

yes

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

yes

Propeller, dia. 18'-6"

Pitch 18'-6"

No. of Blades 4

Material Bronze blades whether Moveable yes

Total Developed Surface 110

sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 4 1/2"

Stroke 24"

Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 4 1/2"

Stroke 24"

Can one be overhauled while the other is at work yes

Feed Pumps No. and size 2 @ 10 1/2" x 8" x 24"

How driven steam

Pumps connected to the Main Bilge Line

No. and size 2 @ 12" x 8" x 12"

How driven steam

and the ballast pump

Ballast Pumps, No. and size 2 @ 10 1/2" x 13" x 24" Duplex

How driven steam

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

No. and size 1 @ 3 1/2" x 1 1/2" x 1 1/2"

How driven steam

Suctions, connected to both Main Bilge Pumps and Auxiliary

Are two independent means arranged for circulating water through the Oil Cooler

yes

Bilge Pumps;—In Engine and Boiler Room 4 @ 3 1/2"

In Holds, &amp;c. No. 1 hold—2 @ 3 1/2"

No. 2 hold—2 @ 3 1/2"

No. 3 hold—2 @ 3 1/2"

Deep tank—2 @ 3 1/2"

No. 5 hold—2 @ 3 1/2"

No. 6 hold—1 @ 3 1/2"

Tunnel well—1 @ 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 10"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5"

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

both

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

forward hole suctions

How are they protected

under timber boards

What pipes pass through the deep tanks

none

Have they been tested as per Rule

yes

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

yes

Is it fitted with a watertight door

yes

worked from upper deck

MAIN BOILERS, &amp;c.—(Letter for record (r) )

Total Heating Surface of Boilers

8208 sq. ft.

Is Forced Draft fitted

no

No. and Description of Boilers

two double ended

Working Pressure

210 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? yes

If so, is a report now forwarded?

yes

PLANS. Are approved plans forwarded herewith for Shafting

no

Main Boilers

yes

Auxiliary Boilers

no

Donkey Boilers

yes

Superheaters no (Mch Rpt herewith)

General Pumping Arrangements

with ship report

Oil fuel Burning

Piping Arrangements

yes

SPARE GEAR. State the articles supplied:—In accordance with the Rules and in addition:—

one screw shaft and one propeller boss, four propeller blades, one Thomson coupling,

one air pump rod, one circulating pump impeller and shaft one slide valve rod,

one eccentric sheave and strap.

The foregoing is a correct description,

For David Rowan & Co. Ltd.  
Archd. W. Ericsson

Manufacturer.



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Foundation

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.