

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office -9 NOV 1927

Date of writing Report 10 When handed in at Local Office 31.10.27 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 31.1.27 Last Survey 27.10.1927
 Reg. Book. on the new steel 95" PLANTER (Number of Visits 86)
 Built at Glasgow By whom built Charles Connell & Co Ltd Yard No. 408 Tons Gross Net
 Engines made at Glasgow By whom made David Rowan & Co Ltd Engine No. 855 When built 1927
 Boilers made at Glasgow By whom made David Rowan & Co Ltd Boiler No. 855 when made 1927
 Registered Horse Power 211 Owners T & G Harrison Port belonging to Swinpool
 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 SS-B-P1

ENGINES, &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 Crank pin dia. 15 5/8" Crank webs Mid. length breadth 23" Thickness parallel to axis 9 3/8"
 as fitted 15 3/8" Mid. length thickness 9 3/8" Thickness around eye-hole 6 3/16"
 Intermediate Shafts, diameter as per Rule 14.56 Thrust shaft, diameter at collars as per Rule 15.288
 as fitted 14 9/8" as fitted 15 9/8"
 Tube Shafts, diameter as per Rule 16.1 Screw Shaft, diameter as per Rule 16 1/8" Is the tube shaft fitted with a continuous liner yes
 as fitted 16 1/8" as fitted 16 1/8" Is the screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule .79" Thickness between bushes as per Rule 1 3/8" Is the after end of the liner made watertight in the
 as fitted 3/8" as fitted 1 3/8" 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 no Length of Bearing in Stern Bush next to and supporting propeller 6'-2"
 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" Pumps connected to the Main Bilge Line No. and size General donkey - 12" x 8" x 12" and the ballast pump
 How driven steam How driven steam
 Ballast Pumps, No. and size one - 10 1/2" x 13" x 24" Duplex Lubricating Oil Pumps, including Spare Pump, No. and size one - 8" bore centrifugal
 Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 4 @ 3 1/2" In Holds, &c. N°1 hold - 2 @ 3 1/2" N°2 hold - 2 @ 3 1/2" N°3 hold - 2 @ 3 1/2" Deep tank - 2 @ 3 1/2" N°5 hold - 2 @ 3 1/2"
N°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 one @ 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 suction How are they protected under limber 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 yes

MAIN BOILERS, &c.—(Letter for record (*)) 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 (Mech 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. Harrison

Manufacturer.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.