

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 When handed in at Local Office 15 JULY 1938 Port of SUNDERLAND.

No. in Survey held at Sunderland Date, First Survey 22-1-38 Last Survey 5-1-38
 Reg. Book. on the AGIOS GEORGIOS IV (Number of Visits 31)

Built at Sunderland By whom built Bartram & Sons, Ltd. Yard No. 279 Tons Gross 4847
 Engines made at Newcastle on Tyne By whom made R. W. Hawthorn Leslie & Co. Ltd. Engine No. 1007 Net 2916
 Boilers made at Glasgow By whom made Barclay Curle & Co. Ltd. Boiler No. 37/11 When built 1938
 Registered Horse Power Owners George Nicol & Co. Ltd. (Ingrs) Port belonging to Piraeus
 Nom. Horse Power as per Rule 365 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended Ocean

Engines, &c.—Description of Engines See Muz Rpt. 96204. Revs. per minute 63

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks

Crank shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
 as fitted 11.68" Mid. length thickness shrunk Thickness around eye-hole

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted 12.78" as fitted 13.25"

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube screw shaft fitted with a continuous liner
 as fitted 13.58" as fitted 13.58" Is the after end of the liner made watertight in the

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes 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

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

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

ft. no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 4'-6 1/2"

Propeller, dia. 17'-10 1/2" Pitch 17'-17" No. of Blades 4 Material C.I. whether Moveable fixed Total Developed Surface 117 sq. feet

ed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

lge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

eed Pumps { No. and size 1-6x8 1/2 x 18 1/2 - 2 1/2 Bore Pumps connected to the { No. and size 1, 4 3/4" dia by 12", 1, 6x6x6"
 How driven Steam & Turbine shaft Main Bilge Line How driven Main Engines & Steam

blast Pumps, No. and size 1. 10x12x12 Lubricating Oil Pumps, including Spare Pump, No. and size 2-6x5 1/2 x 15"

two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary

ge Pumps;—In Engine and Boiler Room 3x3" dia, 1x2" dia (Thrust pump), 2x3" dia (Main Bilge)

Pump Room In Holds, &c. 3" dia. one port & one starboard in Nos. 2, 5 & 6 Holds, 3" dia. one port & one starboard in No. 4. Tunnel with 1 1/2 x 3 1/2" dia.

In Water Circulating Pump Direct Bilge Suctions, No. and size 1x9" dia Independent Power Pump Direct Suctions to the Engine Room Bilges, and size 1x4 3/4" dia Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes

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

all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks yes

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

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

Pipes pass through the bunkers In hold suction 3" timbers How are they protected 3" timbers

pipes pass through the deep tanks Have they been tested as per Rule

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes

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

partment to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from Main Bilge

IN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers

forced Draft fitted No. and Description of Boilers Working Pressure

A REPORT ON MAIN BOILERS NOW FORWARDED? See Glasgow Rpt. 59656.

A DONKEY BOILER FITTED? If so, is a report now forwarded?

donkey boiler intended to be used for domestic purposes only

INS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

heaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

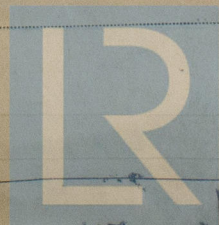
SPARE GEAR.

the spare gear required by the Rules been supplied See Muz. Rpt.

the principal additional spare gear supplied

The foregoing is a correct description,
 For White's Marine Engineering Co. Ltd.

Manufacturer.



© 2019

Lloyd's Register
 Foundation

WHL3-0049

During progress of work in shops - - 1938. Feb. 22, Mch. 9, 11, 15, 18, 31, Apl. 14, 25, 26, May 2, 6, 10, 20, 24, 25, 26, 27, 30, 31.
 June 2, 7, 14, 15, 17, 20, 21, 23, 24, 27, July 1, 5.
 Dates of Survey while building During erection on board vessel - - -
 Total No. of visits 31

Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓
 Pistons ✓ Piston Rods ✓ Connecting rods ✓
 Crank shaft ✓ Thrust shaft 14/6/38 Intermediate shafts 14/6/38
 Tube shaft ✓ Screw shaft 6/5/38 Propeller 6/5/38
 Stern tube 18/3/38 Engine and boiler seatings 15/3/38 Engines holding down bolts 15/6/38
 Completion of fitting sea connections 31/3/38
 Completion of pumping arrangements 24/6/38 Boilers fixed 15/6/38 Engines tried under steam 21. 6. 38.
 Main boiler safety valves adjusted 21/6/38 Thickness of adjusting washers Port 3/8" aft 3/8" fwd. 1 1/32" Super H.
 Crank shaft material Identification Mark 34563458 Thrust shaft material 3/8" aft 5/16" fwd. 3/8" Super H.
 Intermediate shafts, material Steel Identification Mark 34563458 Tube shaft, material ✓ Identification Mark 3450
 Screw shaft, material Steel Identification Mark 3482 Steam Pipes, material Steel Test pressure 720 lb. Date of Test 14/4/38
 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 no If so, have the requirements of the Rules been complied with ✓
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with Not required.
 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 machinery of this vessel mentioned in Newcastle Report No. 96204, London Report No. 105778 and Glasgow Report No. 59656 has been efficiently fitted on board in accordance with the approved plans, Secretary's letters and the requirements of the Rules. Materials & workmanship are good.

The machinery has been tried under working conditions with satisfactory results and is eligible, in my opinion, for

NOTATION + L.M.C. 7.38.

The amount of Entry Fee ... £ 15 : 19 +
 Special ... £ : :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, at 7.38.
 When received, 1st 7. 1938.

Committee's Minute

Assigned + Lmc 7.38
 Lmc for oil fuel 7.38
 2 SB (SNC) 20 2.0 above 1000
 1 aux 873

Engineer Surveyor to Lloyd's Register of Shipping.