

List of

Rpt. 4.

No. 49522

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office AUG 1929

Date of writing Report 17.8.29 When handed in at Local Office 17.8.29 Port of Glasgow  
 No. in Survey held at Glasgow Date, First Survey 27.2.19 Last Survey 16-8-1929  
 Ref. Book. on the new steel S/S "KNIGHT OF ST GEORGE". Tons Gross 3807 Net 2345  
 Built at Glasgow By whom built Lithgow & Co. Yard No. 827 When built 1929  
 Engines made at Glasgow By whom made David Rowan & Co. Engine No. 901 when made 1929  
 Boilers made at Glasgow By whom made David Rowan & Co. Boiler No. 901 when made 1929  
 Registered Horse Power 11 Owners The Newport Harbours Trust Port belonging to Newport News  
 Nom. Horse Power as per Rule 379 389 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 Trade for which Vessel is intended

**ENGINES, &c.**—Description of Engines Triple expansion Revs. per minute 70  
 Dia. of Cylinders 24"-40"-66" Length of Stroke 45" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 12.579" Crank pin dia. 13" Crank webs Mid. length breadth 18 1/2" Thickness parallel to axis 8 1/8"  
 as fitted 12 5/8" Crank webs Mid. length thickness 8 1/8" Thickness around eye-hole 5 3/4"  
 Intermediate Shafts, diameter as per Rule 12" Thrust shaft, diameter at collars as per Rule 12.579" as fitted 12 5/8"  
 Tube Shafts, diameter as per Rule 13 1/8" Is the tube screw shaft fitted with a continuous liner? yes  
 as fitted 13 1/2" Screw Shaft, diameter as per Rule 13 1/2" as fitted 13 1/2"  
 Bronze Liners, thickness in way of bushes as per Rule .592" Thickness between bushes as per Rule .444" Is the after end of the liner made watertight in the  
 as fitted 3/4" as fitted 1/16" 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 - 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 4'-6" Is an approved Oil Gland or other appliance fitted at the after  
 end of the tube shaft no Total Developed Surface 98 sq. feet  
 Propeller, dia. 17'-3" Pitch 16'-9" No. of Blades 4 Material Bronze whether Movable no  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/4" Stroke 24" Can one be overhauled while the other is at work yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 24" Can one be overhauled while the other is at work yes  
 Feed Pumps No. and size 1 @ 8 1/2" - 6 x 18. 1 @ 6" - 4 x 12 Pumps connected to the Main Bilge Line Ballast pump  
 How driven steam Main Bilge Line How driven steam  
 Ballast Pumps, No. and size 1 @ 9" - 10" x 24" 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 3 @ 2 3/4" and 1 @ 2 1/2" (in dry tank)  
 In Holds, &c. (N.1 hold - 2 @ 2 3/4". N.2 hold - 2 @ 3". N.3 hold - 2 @ 2 3/4". N.4 hold - 2 @ 2 1/2". Tunnel well - 1 @ 2 1/2")  
 Hold suction fitted in GSK, complete.  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 6" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 1 @ 4 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 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 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 pass through the bunkers GSK How are they protected GSK  
 What pipes pass through the deep tanks no deep tank 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 yes Is it fitted with a watertight door yes worked from upper deck

**MAIN BOILERS, &c.**—(Letter for record 5) Total Heating Surface of Boilers 5588 ft<sup>2</sup>  
 Is Forced Draft fitted yes No. and Description of Boilers 3 SB Working Pressure 180  
 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 yes Donkey Boilers -  
 Superheaters - General Pumping Arrangements With ship repair Oil fuel Burning Piping Arrangements -  
 SPARE GEAR. State the articles supplied:— In accordance with the Rules and in addition  
 one cast iron propeller.

The foregoing is a correct description,  
 For David Rowan & Co. Ltd  
 Archd. W. Grierson

Manufacturer.



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NOTE.—The words which do not apply should be deleted.

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During progress of work in shops - *July 27, Mar 8, 14, 18, 21, 25, Apr 2, 4, 10, 12, 16, 18, 24, 25, May 2, 8, 10, 13, 14, 17, 21, 22, 23, 24, 25, June 3, 4, 10, 11, 12, 14, 18, 19, 22, 25, 26, 27, 28, July 3, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, Aug 1, 2, 5, 6, 7, 8, 9, 12, 16.*

Dates of Survey while building - *10-8-21*

During erection on board vessel - *10-8-21*

Total No. of visits *307*

Dates of Examination of principal parts—Cylinders *27-5-29* Slides *27-6-29* Cores *27-5-29*

Pistons *14-6-29* Piston Rods *25-6-29* Connecting rods *11-6-29*

Crank shaft *22-5-29* Thrust shaft *25-6-29* Intermediate shafts *18-4-29*

Tube shaft *-* Screw shafts *14-6-29 & 19-6-29* Propeller *10-6-29*

Stern tube *11-6-29* Engine and boiler seatings *GRK* Engines holding down bolts *2-8-29*

Completion of fitting sea connections *GRK*

Completion of pumping arrangements *9-8-29* Boilers fixed *30-7-29* Engines tried under steam *16-8-29*

Main boiler safety valves adjusted *12-8-29* Thickness of adjusting washers *Port bh. 1/8", Stand bh. 3/16", Feed bh. 1/16"*

Crank shaft material *1. Steel* Identification Mark *LLOYD'S No 2826 L.C.D. 27-5-29* Thrust shaft material *1. Steel* Identification Mark *LLOYD'S No 2826 L.C.D. 27-5-29*

Intermediate shafts, material *1. Steel* Identification Marks *LLOYD'S No 2826 L.C.D. 18-4-29* Tube shaft, material *Special* Identification Mark *LLOYD'S No 2826 L.C.D. 14-6-29*

Screw shaft, material *1. Steel* Identification Mark *LLOYD'S No 2826 L.C.D. 14-6-29* Steam Pipes, material *Copper* Test pressure *360* Date of Test *6-7-29*

Is an installation fitted for burning oil fuel *no* Is the flash point of the oil to be used over 150°F. *-*

Have the requirements of the Rules for the use of oil as fuel been complied with *-*

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 *-*

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 materials and workmanship are good.*

*The machinery has been constructed under special survey in accordance with the Rules, satisfactorily fitted in the vessel, tried under steam and found good. It is eligible in my opinion for classification and the Record FMC 8-29*

*It is submitted that this vessel is eligible for THE RECORD + LMC 8-29. CL. 2SB (FO) 1 Ann 5B.*

*27/8/29*

*12/8/29*

The amount of Entry Fee ... £ 5 : :  
 Special ... £ 81 : 17 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :

When applied for, *17/8/1929*  
 When received, *21-8-29*

*A. M. Schwanis*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW** 20 AUG 1929

Assigned *L.M.C. 8-29. F.D.*

The Surveys are requested not to write on or below the space for Committee's Minute.

CERTIFICATE WRITTEN.

