

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 17.8.1929 When handed in at Local Office 17.8.1929 Port of Glasgow
No. in Survey held at Glasgow Date, First Survey 27.2.19 Last Survey 16-8-1929
Reg. Book. on the new steel 515" KNIGHT OF ST GEORGE. (Number of Visits 53) Gross 3807
Built at Glasgow By whom built Lithgow & Co. Yard No. 827 When built 1929
Engines made at Glasgow By whom made David Rowan & Co. Ltd. Engine No. 901 when made 1929
Boilers made at Glasgow By whom made David Rowan & Co. Ltd. Boiler No. 901 when made 1929
Registered Horse Power 11 Owners The New Port Harbour Line Ltd. Port belonging to New Port Harb. Ltd.
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" 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 fitted 12 5/8"
as fitted 12" 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 fitted 13 1/2" Is the after end of the liner made watertight in the
Bronze Liners, thickness in way of bushes as per Rule .592" Thickness between bushes as fitted 1 1/8" Is the after end of the liner made watertight in the
as fitted 3/4" 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" Total Developed Surface 98 sq. feet
Propeller, dia. 17' 3" Pitch 16' 9" No. of Blades 4 Material Bronze whether Movable no Can one be overhauled while the other is at work yes
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 1/4 x 12 Pumps connected to the Main Bilge Line { No. and size 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 suctions fitted in G.R.K., 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. G.R.K. How are they protected G.R.K.
What pipes pass through the deep tanks. no deep tank 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
Total Heating Surface of Boilers 5588 ft² Working Pressure 180

MAIN BOILERS, &c.—(Letter for record 5) No. and Description of Boilers 3 SB Working Pressure 180
Is Forced Draft fitted yes
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 —
(If not state date of approval) Superheaters — General Pumping Arrangements With ship report 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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Lloyd's Register
Foundation

During progress of work in shops - 1929 Feb 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. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Sept 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Oct 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Nov 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Dec 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31.

Dates of Survey while building - 1929 Feb 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. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Sept 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Oct 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Nov 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Dec 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31.

Total No. of visits 30.

Dates of Examination of principal parts—Cylinders 27-5-29 Slides 27-6-29 Covers 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 ESR Engines holding down bolts 2-8-29
Completion of fitting sea connections ESR
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 1/8". Stand bh. 1 1/8". 5 3/8". 7 1/8". 1 1/8". 1 1/8". 1 1/8".
Crank shaft material 1. Steel Identification Mark LLOYD'S NO 2826 L.C.D. 22-5-29 Thrust shaft material 1. Steel Identification Mark LLOYD'S NO 2826 L.C.D. 22-5-29
Intermediate shafts, material 1. Steel Identification Marks LLOYD'S NO 2826 L.C.D. 18-4-29 Tube shaft, material Special Lloyds Identification Mark LLOYD'S NO 2826 L.C.D. 19-6-29
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 - "P.O.I." "E.P.I."

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 + LCC 8.29. CL.
2SB (CO.)
1 Ann 5B.

The amount of Entry Fee ... £ 5 : :
Special ... £ 81 : 17 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 12/8/1929
When received, 21.8.29

Committee's Minute GLASGOW 20 AUG 1929

Assigned + L.M.C. P.29. F.D.