

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 11-1928

Date of writing Report 12<sup>th</sup> June 1928 When handed in at Local Office 25<sup>th</sup> June 1928 Port of Greenwich

No. in Survey held at Port Glasgow Date, First Survey 20<sup>th</sup> March 1928 Last Survey 24<sup>th</sup> April 1928

Reg. Book. on the SS "CAPE ST GEORGE" Tons <sup>Gross</sup> <sub>Net</sub>

Built at Port Glasgow By whom built Messrs R. Duncan & Co Ltd Yard No. 382 When built 1928

Engines made at Glasgow By whom made Messrs D. Rowan & Co Ltd Engine No. when made

Boilers made at " By whom made " " Boiler No. when made

Registered Horse Power Owners Port belonging to

Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which Vessel is intended

## ENGINES, &c.—Description of Engines

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

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

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

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the <sup>tube</sup> <sub>screw</sub> shaft fitted with a continuous liner

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

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

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

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

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

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

Feed Pumps No. and size How driven Pumps connected to the Main Bilge Line No. and size How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size Suctions, connected to both Main Bilge Pumps and Auxiliary

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

Bilge Pumps;—In Engine and Boiler Room

In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

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 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 How are they protected

What pipes pass through the deep tanks 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

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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

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

Is Forced Draft fitted No. and Description of Boilers

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

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

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

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

RETAIN

The foregoing is a correct description,

Manufacturer.



© 2020

Lloyd's Register Foundation

w368-0119

During progress of work in shops - -  
 Dates of Survey while building (1928) March 20 - April 24  
 During erection on board vessel - - -  
 Total No. of visits 2

Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓  
 Pistons ✓ Piston Rods ✓ Connecting rods ✓  
 Crank shaft ✓ Thrust shaft ✓ Intermediate shafts ✓  
 Tube shaft ✓ Screw shaft ✓ Propeller ✓  
 Stern tube ✓ Engine and boiler seatings 24-4-28 Engines holding down bolts ✓  
 Completion of fitting sea connections 24-4-28  
 Completion of pumping arrangements ✓ Boilers fixed ✓ Engines tried under steam ✓  
 Main boiler safety valves adjusted ✓ Thickness of adjusting washers ✓  
 Crank shaft material ✓ Identification Mark ✓ Thrust shaft material ✓ Identification Mark ✓  
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material ✓ Identification Mark ✓ Steam Pipes, material ✓ Test pressure ✓ Date of Test ✓  
 Is an installation fitted for burning oil fuel ✓ Is the flash point of the oil to be used over 150°F. ✓  
 Have the requirements of the Rules for carrying and burning oil fuel been complied with ✓  
 Is this machinery duplicate of a previous case ✓ If so, state name of vessel ✓

**General Remarks** (State quality of workmanship, opinions as to class, &c. The sea connections, stern tube, tail shaft and propeller have been satisfactorily fitted on board. The vessel has now left for Glasgow for installation of machinery. Glasgow Surveyors notified.

Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £	:	:	When applied for,
Special ... £	✓	:	19
Donkey Boiler Fee ... £	✓	:	When received,
Travelling Expenses (if any) £	:	:	19

*J. Doney*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW 3 - JUL 1928**

Assigned *+ L.M.C. G.P. FD.*  
*on Rpt 48144*

