

Rpt. 9

Date of writing report 12/4/62. Received London Port FLEETWOOD. 1011 No. 158883  
Survey held at Fleetwood. No. of visits 1 First date and Last date 11/4/62.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 27729 Name S.S. "RED KNIGHT" Gross tons 406 Date of build 1934 - 1  
Owners Iago Steam Trawler Co. Ltd. Managers E.D.W. Lawford. Port of Registry London.  
Engines made 1934 By C.D. Holmes & Co. Ltd. Type T 3Cy.

No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 1 SB. W.P. 2001b.  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock Slipway.  
Nature of Survey Condition Docking.  
Was Damage Report issued? No Int. Cert.? Yes.  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
‡ 100A1. 4,61.	‡ LMC. ES. 2,60.
trawler.	BS. M. 9,61.
S.S. Dr 2/60.	TS (CL) N. 4,61.
	s.p.s. 2,60.
	ND. OF 2/47.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus ‡ should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good. Wear Down of Stern Bushes .098" Oil Glands None. Sea Connections -  
Fastenings Good. Has Screwshaft Tubeshaft been drawn? NO. Date of Examination - Has Shaft been changed? -  
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? NO.

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods  
2 Valves & Gears  
3 Connecting Rods, Top Ends & Guides { Side Centre  
4 Crankpins & Bearings { Side Centre  
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods  
7 Connecting Rods & Top Ends  
8 Crankpins & Bearings  
9 Journals & Bearings  
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods  
12 Connecting Rods & Top Ends  
13 Crankpins & Bearings  
14 Journals & Bearings  
15 Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen, is in good order, and eligible in my opinion to remain as now classed, without fresh record of survey.

Date of Committee LIVERPOOL 25 APR 1962

Decision As now

Noted for Header I.A. McIntyre



