

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-6 AUG 1929

Date of writing Report

16

When handed in at Local Office

1 AUG 1929

Part of

Sunderland

No. in Survey held at

Sunderland

Date, First Survey 12

Nov '28

Last Survey 24

July 1929

Reg. Book.

on the S.S. KNIGHT OF THE ROSE.

Built at Sunderland

By whom built

Mr John Pritchman Esq

Yard No. 293

When built 1929

Engines made at Sunderland

By whom made

George Clark Ltd

Engine No. 1165

when made 1929

Boilers made at Do

By whom made

Do

Boiler No. 1165

when made 1929

Registered Horse Power

Owners

Parade Thomas Esq

Port belonging to Newport.

Nom. Horse Power as per Rule 373

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes.

Trade for which Vessel is intended General.

ENGINES, &c.

Description of Engines

Triple expansion

Revs. per minute 56

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 12.57

Crank pin dia. 12.57

Crank webs

Mid. length breadth 19"

shrunk

Thickness parallel to axis 7 1/2"

Intermediate Shafts, diameter

as per Rule 11.972

as fitted 12.57

Thrust shaft, diameter at collar

as per Rule 12.57

as fitted 12.57

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 13.41

as fitted 13.41

Is the shaft fitted with a continuous liner Yes

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

Yes

If two liners are fitted, is the shaft lapped or protected between the liners

end of the tube shaft

No

Is an approved Oil Gland or other appliance fitted at the after

Propeller, dia.

17-3"

Pitch 16-9"

No. of Blades 4

Material Bronze

whether Movable No

Total Developed Surface 98 sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter 3 1/2"

Stroke 26"

Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter 3 1/2"

Stroke 26"

Can one be overhauled while the other is at work Yes

Feed Pumps

No. and size 1, 2 1/2 x 5 x 6

5 1/2 x 3 1/2 x 5

Pumps connected to the

No. and size 1, 2 1/2 x 5 x 6

How driven

How driven

Ballast Pumps, No. and size

1, 2 1/2 x 5 x 6

Lubricating Oil Pumps, including Spare Pump, No. and size

1, 2 1/2 x 5 x 6

Suctions, connected to both Main Bilge Pumps and Auxiliary

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

Yes

Bilge Pumps;—In Engine and Boiler Room

3, 2 1/2 x 5 x 6

1, 2 1/2 x 5 x 6

1, 2 1/2 x 5 x 6

1, 2 1/2 x 5 x 6

1, 2 1/2 x 5 x 6

1, 2 1/2 x 5 x 6

In Holds, &c.

No 1, 2 1/2 x 5 x 6

No 2, 2 1/2 x 5 x 6

Bunkers 2 1/2 x 5 x 6

No 3, 2 1/2 x 5 x 6

No 4, 2 1/2 x 5 x 6

No 5, 2 1/2 x 5 x 6

Main Water Circulating Pump Direct Bilge Suctions, No. and size

1, 2 1/2 x 5 x 6

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1, 2 1/2 x 5 x 6

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

Are all Sea Connections fitted direct on the skin of the ship

Yes

Are they fitted with Valves or Cocks

Both

Are the Overboard Discharges above or below the deep water line

Above

Are they fixed sufficiently high on the ship's side to be seen without lifting the stakehold plates

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

How are they protected

Yes

What Pipes pass through the bunkers

None

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

Is the Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

worked from

Yes

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers 4362 sq. ft.

Is Forced Draft fitted No

No. and Description of Boilers 3, S.E. (2 main)

1 Aux

Working Pressure 180 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No

If so, a report now forwarded?

Yes

PLANS. Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

Auxiliary Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

Two connecting rods top end

Two connecting rods bottom

end both y nuts

Two main bearing bolts

1 set crushing bolts

1 set of feed &

bilge pump valves

A quantity of assorted bolts & nuts

1 set of various

size 1/2 C.I. Propeller

1 Propeller shaft

6 piston bolts & nuts

6 cylinder

cover bolts

2 valves & nuts for feed & bilge pumps

2 main & 2 aux

feed check valve lids

3 bolts & 3 end cover plates

3 bolts & 3 end cover plates

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Dates of Survey while building

During progress of work in shops - -  
During erection on board vessel - - -

Total No. of visits

1928. Nov. 12, 15, 22, 23, 27, 28. Dec. 5, 6, 13, 21. 29. Jan. 8, 14, 17, 18, 22, 29, 30. Feb. 1, 4, 6, 18, 19, 21.  
26, 28. March, 1, 4, 5, 6, 8, 11, 15, 22, 26. April, 3, 15, 19, 26. May, 3, 8, 10, 14, 15, 28. June, 3, 5, 6, 14, 18. July, 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 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

Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements

Main boiler safety valves adjusted

Boilers fixed

Thickness of adjusting washers

Engines tried under steam

Crank shaft material W. STEEL

Identification Mark 1882

Thrust shaft material W. STEEL

Identification Mark 891

Intermediate shafts, material W. STEEL

Identification Marks 2084/5/7/83

Tube shaft, material

Identification Mark

Screw shaft, material W. STEEL

Identification Mark 2082 WORKING

Steam Pipes, material L. W. STEEL

Test pressure 540

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 KNIGHT OF THE CROSS.

General Remarks

(State quality of workmanship, opinions as to class, &c.)

The engines & boilers of this vessel have been built under special survey & the materials & workmanship are good. On completion the machinery was tried under a full head of steam with satisfactory results. The machinery throughout is now in a good & efficient condition & eligible in my opinion to have the notation L.M.C. 7-29 & T.S. C. L marked in the Society's Register Book.

It is submitted that this vessel is eligible for THE RECORD.

+ L.M.C. 7.29. C.L. 2 S.B. (FD) 1 Aux S.B.

The amount of Entry Fee

Special

Donkey Boiler Fee

Travelling Expenses (if any)

When applied for,

When received,

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

FRI. 9 AUG 1929

+ L.M.C. 7.29 C.L.

CERTIFICATE WRITTEN



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