

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

23 OCT 1929

Date of writing Report 18th October 1929 When handed in at Local Office 18th October 1929 Port of Greenock

No. in Survey held at Port Glasgow. Date, First Survey 20th August 1929 Last Survey 23rd August 1929.
Reg. Book. (Number of Visits 2)

on the SS KNIGHT OF ST. MICHAEL Tons { Gross 3806
Net 2345.

Built at Port Glasgow By whom built Lithgows & Co Yard No. 828 When built 1929

Engines made at Glasgow By whom made D. Rowan & Co Ltd Engine No. when made 1929

Boilers made at " By whom made " Boiler No. when made 1929

Registered Horse Power Owners The Newport Engineering Co Ltd, (Mgd) Port belonging to Newport Mon.

Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes.

Trade for which Vessel is intended Foreign.

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute

No. of Cylinders Length of Stroke No. of Cranks

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

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

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner
as fitted as fitted screw Yes

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
as fitted as fitted

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 L.V. bush 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 Pumps connected to the Main Bilge Line { No. and size
How driven How driven

Ballast Pumps, No. and size 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

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 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 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

Is Forced Draft fitted No. and Description of Boilers Working Pressure

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
(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied

RETAIN

The foregoing is a correct description,

Manufacturer.



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W368-0006

Dates of Survey while building
 During progress of work in shops - -
 (1929) Aug 20-21.
 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 20-8-29 Engines holding down bolts ✓
 Completion of fitting sea connections 23-8-29
 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 Tail shaft, propeller, stern tube, and sea connections have been satisfactorily fitted on board. The vessel has now left for Glasgow for installation of machinery by Messrs D. Rowan & Co. Ltd. Glasgow Surveyors notified.*

2208
 19/10/29

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. P. Avey
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW** **22 OCT 1929**
 Assigned *See G.L. Rpt. No. 49762*

