

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 GreenockNo. in Survey held at Port GlasgowDate, First Survey 20th August 1929 Last Survey 23rd August 1929Reg. Book. on the SS KNIGHT OF ST. MICHAEL

(Number of Visits 2)

Tons { Gross 3806

Net 2345

Built at Port Glasgow By whom built Lithgows & Co

Yard No. 828 When built 1929

Engines made at GlasgowBy 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. (Mps) Port belonging to Newport Mon.

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes ☒Is Electric Light fitted yes

Trade for which Vessel is intended

ForeignENGINES, &c.—Description of Engines Triple expansionRevs. per minute ☒

Dia. of Cylinders

Length of Stroke ☒No. of Cylinders ☒No. of Cranks ☒

Crank shaft, dia. of journals

Crank pin dia. ☒

Crank webs

shrunk

Thickness parallel to axis ☒

Intermediate Shafts, diameter

as per Rule ☒

Thrust shaft, diameter at collars

as per Rule ☒

Tube Shafts, diameter

as per Rule ☒

Screw Shaft, diameter

as per Rule ☒Is the tube shaft fitted with a continuous liner ☒

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

propeller boss yesIf 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. bushLength of Bearing in Stern Bush next to and supporting propeller ☒Propeller, dia. ☒Pitch ☒No. of Blades ☒Material ☒whether Moveable ☒Total Developed Surface ☒ sq. feetFeed 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

No. and size ☒How driven ☒

Main Bilge Line

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 yesAre they fitted with Valves or Cocks bothAre they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yesAre the Overboard Discharges above or below the deep water line aboveAre they each fitted with a Discharge Valve always accessible on the plating of the vessel yesAre the Blow Off Cocks fitted with a spigot and brass covering plate yesWhat 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 ☒Superheaters ☒General Pumping Arrangements ☒Oil fuel Burning Piping Arrangements ☒SPARE GEAR. State the articles supplied ☒

The foregoing is a correct description,

Manufacturer.



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W368-0006

During progress of work in shops - -
 Dates of Survey while building
 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.

22/10/29
 19/10/29

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

J. D. Avery
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 22 OCT 1929 JPH

Assigned See Gl. Rpt. No. 49762