

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

28 Oct 1936

Received at London Office

of writing Report 23rd Oct. 1936 When handed in at Local Office 23rd Oct. 1936 Port of GREENOCK.

in Survey held at Port Glasgow Date, First Survey 14th Aug. Last Survey 2nd Aug. 1936

Book. 204 on the S. S. IRON KING (Number of Visits 2) Tons { Gross 4600
Net

uilt at Port Glasgow By whom built Lithgows Ltd. Yard No. 890 When built 1936-10.

ines made at Glasgow By whom made D. Brown & Co. Ltd. Engine No. When made 1936

ilers made at By whom made Boiler No. When made

istered Horse Power Owners Broken Hill Proprietary Co. Port belonging to Melbourne

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

ode for which Vessel is intended

GINES, &c.—Description of Engines

No. of Cylinders		Length of Stroke	No. of Cylinders	Revs. per minute
No. of Cranks				
ank shaft, dia. of journals	as per Rule	Crank pin dia.	Mid. length breadth	Thickness parallel to axis
	as fitted		Mid. length thickness	Thickness around eye-hole
ermediate Shafts, diameter	as per Rule		Thrust shaft, diameter at collars	as per Rule
	as fitted			as fitted
be Shafts, diameter	as per Rule	Screw Shaft, diameter	Is the { tube } shaft fitted with a continuous liner {	
	as fitted		Is the { screw }	
onze 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	<u>yes</u>	If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner <u> </u>		
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	<u> </u>			
two liners are fitted, is the shaft lapped or protected between the liners	<u> </u>			
ft	<u>no</u>	Is an approved Oil Gland or other appliance fitted at the after end of the tube <u> </u>		
	If so, state type <u> </u>	Length of Bearing in Stern Bush next to and supporting propeller <u> </u>		
opeller, dia.	Pitch <u> </u>	No. of Blades <u>4</u>	Material <u>Brass</u>	whether Movable <u>yes</u> Total Developed Surface <u> </u> sq. feet
ed Pumps worked from the Main Engines, No.	Diameter	Stroke	Can one be overhauled while the other is at work <u> </u>	
lge Pumps worked from the Main Engines, No.	Diameter	Stroke	Can one be overhauled while the other is at work <u> </u>	
eed { No. and size	Pumps connected to the { No. and size			
umps { How driven	Main Bilge Line { How driven			
allast Pumps, No. and size	Lubricating Oil Pumps, including Spare Pump, No. and size <u> </u>			
e two independent means arranged for circulating water through the Oil Cooler		Suctions, connected to both Main Bilge Pumps and Auxiliary		
lge Pumps;—In Engine and Boiler Room				
Pump Room	In Holds, &c. <u>N^o 1 & 2 — Leak @ 3" diam.: N^o 3 — 2 @ 4" diam.</u>			

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

o. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes

re 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

re all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Both

re 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

re they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate yes

hat Pipes pass through the bunkers How are they protected

hat pipes pass through the deep tanks Have they been tested as per Rule

re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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

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

S A REPORT ON MAIN BOILERS NOW FORWARDED? S A DONKEY BOILER FITTED? s the donkey boiler intended to be used for domestic purposes only PLANS. Are approved plans forwarded herewith for Shafting (If not state date of approval) uperheaters General Pumping Arrangements Main Boilers Auxiliary Boilers Donkey Boilers Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

014059-014067-0193

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits

Dates of Examination of principal parts—Cylinders
Pistons
Crank shaft
Tube shaft
Stern tube
Completion of fitting sea connections
Completion of pumping arrangements
Main boiler safety valves adjusted
Crank shaft material
Intermediate shafts, material
Screw shaft, material
Is an installation fitted for burning oil fuel
Have the requirements of the Rules for the use of oil as fuel been complied with
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with
Is this machinery duplicate of a previous case
If so, state name of vessel

Slides
Covers
Piston Rods
Thrust shaft
Screw shaft
Engine and boiler seatings
Boilers fixed
Thickenss of adjusting washers
Identification Mark
Identification Marks
Identification Mark
Steam Pipes, material
Test pressure
Date of Test
Is the flash point of the oil to be used over 150°F.
If so, have the requirements of the Rules been complied with

Connecting rods
Intermediate shafts
Propeller
Engines holding down bolts
Engines tried under steam

General Remarks (State quality of workmanship, opinions as to class, &c. *Fitting of stem tube, tail shaft, propeller, sea connections & fastenings also riveting of engine & boiler seats examined & found satisfactory. The vessel was towed to Glasgow & have machinery fitted.*

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

Committee's Minute GLASGOW 27 OCT 1936
Assigned See Gen. Rpt. No. 57610

J. Doyle
Engineer Surveyor to Lloyd's Register of Shipping.