

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

OCT 27 1937

Report of Survey 20th Oct. 1937 when handed in at Local Office 20th Oct. 1937 Port of GREENOCK.
 Date, First Survey 24th JULY 1934. Last Survey 26th Aug. 1937.
 (Number of Visits THREE.)
 Tons { Gross 4700
 Net 2737
 When built 1937.
 Survey held at Port Glasgow Date, First Survey 24th JULY 1934. Last Survey 26th Aug. 1937.
 Reg. Book. S.S. "IRON KNIGHT"
 7002 on the Port Glasgow By whom built Lithgows Ltd. Yard No. 902
 Engines made at Glasgow By whom made D. Rowan & Co. Ltd. Engine No. When made
 Boilers made at By whom made Boiler No. When made
 Registered Horse Power Owners Brokenhill Proprietary Co. Ltd. Port belonging to Helbourne
 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended

GINES, &c.—Description of Engines

a. of Cylinders Length of Stroke No. of Cylinders No. of Cranks
 Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Mid. length thickness shrunk Thickness parallel to axis Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted
 Main Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner
 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
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 Is 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
 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
 If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia. Pitch No. of Blades 4 Material Brass whether Movable Yes Total Developed Surface sq. feet
 Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Auxiliary Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Pumps connected to the Main Bilge Line No. and size How driven
 Lubricating Oil Pumps, including Spare Pump, No. and size
 Two independent means arranged for circulating water through the Oil Cooler
 Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps;—In Engine and Boiler Room
 In Holds, &c.

Water Circulating Pump Direct Bilge Suctions No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 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
 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 Both
 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
 Have they been tested as per Rule
 Pipes pass through the bunkers
 Pipes pass through the deep tanks
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
 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
 Reed Draft fitted No. and Description of Boilers Working Pressure
 1 REPORT ON MAIN BOILERS NOW FORWARDED?
 1 DONKEY BOILER FITTED?
 If so, is a report now forwarded?

Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 General Pumping Arrangements Oil fuel Burning Piping Arrangements

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

SPARE GEAR.

The foregoing is a correct description,

Manufacturer.



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Foundation

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Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - -

(1934) July 24. Aug 3. 26

Total No. of visits

3.

Dates of Examination of principal parts—Cylinders

Pistons

Piston Rods

Slides

Covers

Crank shaft

Thrust shaft

Connecting rods

Tube shaft

Screw shaft

Intermediate shafts

Stern tube

Engine and boiler seatings

Propeller

Completion of fitting sea connections

26-8-37

Engines holding down bolts

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 the use of oil as fuel been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

If so, have the requirements of the Rules been complied with

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

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

propeller & sea connections & fastenings also riveting of stern tube, tail shaft, boiler seats examined & found satisfactory. The vessel was towed & Glasgow & Lane Machinery fitted.

21/10/37

Certificate to be sent to

The amount of Entry Fee ... £

Special ... £

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for,

19

When received,

19

Committee's Minute GLASGOW 26 OCT 1937

Assigned SEE ACCOMPANYING MACHINERY REPORT.



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