

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

DEC 29 1937

Date of writing Report 27th Dec 1937 When handed in at Local Office 27th Dec 1937 Port of GREENOCK.No. in Survey held at
Reg. Book.

Port Glasgow

Date, First Survey 28th SEPT. 1934.Last Survey 18th OCTOBER, 1934

(Number of Visits 5)

26999 on the

S.S. "IRON CHIEFTAIN"

Gross 4700
Net

Built at Port Glasgow

By whom built Lithgows Ltd.

Yard No. 903

When built 1937-12.

Engines made at Glasgow

By whom made D. Rowan & Co. Ltd. Engine No.

When made 1937.

Boilers made at

By whom made

Boiler No.

When made

Registered Horse Power

Owners Broken Hill Proprietary Co. Ltd.

Port belonging to Melbourne

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Revs. per minute
Dia. 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
Tube 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 propeller boss
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
If so, state type Length of Bearing in Stern Bush next to and supporting propeller
Propeller, dia. Pitch No. of Blades 4 Material Bronze whether Movable 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 How driven Pumps connected to the Main Bilge Line No. and size 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 Pump Room
In Holds, &c. No. 1 & 2—2 each @ 3" diam. No. 3—2 @ 4" diam.

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

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 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 Are the Overboard Discharges above or below the deep water line
Are 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
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?

Is 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)

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

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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Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
(1934) SEPT 28-30. OCT. 5-8-18.
Total No. of visits 5.

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 8-10-37 Engines holding down bolts
Completion of fitting sea connections 18-10-37
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.)

Fitting of stern tube, tail shaft, propeller & sea connections 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

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 28 DEC 1937

Assigned See Glasgow Report No. 59185.



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