

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 Port Glasgow Date, First Survey 28th SEPT. 1934 Last Survey 18th OCTOBER, 1934
 Reg. Book. 26999 on the S.S. "IRON CHIEFTAIN" (Number of Visits 5) Tons Gross 4700
 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 _____ Crank pin dia. _____ Crank webs Mid. length breadth _____ Thickened parallel to axis _____
as fitted _____ Mid. length thickness _____ shrunk _____ Thickened 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 lube shaft fitted with a continuous liner? _____
as fitted _____ as fitted _____ screw _____

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 yes _____
as fitted _____ as fitted _____ 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? no _____ 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 _____ 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 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 _____ 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 _____ 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 _____

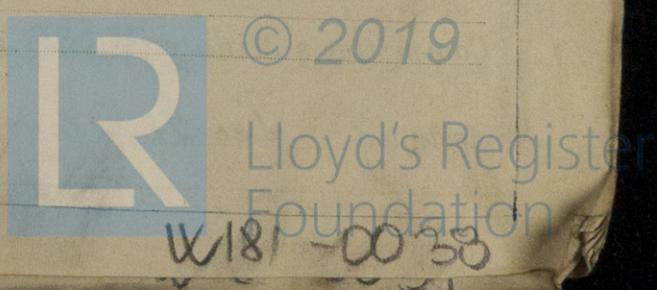
PLANS. Are approved plans forwarded herewith for Shafting _____ Main Boilers _____ Auxiliary Boilers _____ Donkey Boilers _____
 (If not state date of approval) _____
 Superheaters _____ General Pumping Arrangements _____ Oil fuel Burning Piping Arrangements _____

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.



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

(1934) SEPT 28-30. OCT. 5-8-18.
 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 Engines holding down bolts
 Completion of fitting sea connections
 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.

J. Boyle
 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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4807 27/12/37

Certificate to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minute.