

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 8 JUL 1937

Date of writing Report 25 June 1937 When handed in at Local Office

-8 JUL 1937

Port of

London

No. in Survey held at Bedford.

Date, First Survey 21 Oct 26 Last Survey 21 June 1937

(Number of Visits 17)

Reg. Book. on the new steel "IRON CHIEFTAIN".

Gross 4812

Net 2737

Built at Glasgow By whom built Lithgow Ltd.

Yard No. 903

When built

Engines made at Bedford

By whom made W. H. Allen & Co. Ltd. Engine No. R/63648 When made 1937.

Boilers made at

By whom made

Boiler No.

When made

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule 39.

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

90 K.W.

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Compound Steam Reciprocating

Revs. per minute 500

Dia. of Cylinders 7 1/2" x 13"

Length of Stroke 7"

No. of Cylinders 2

No. of Cranks 2

Crank shaft, dia. of journals as per Rule 2 3/8"

Crank pin dia. 3 1/2"

Crank webs

Mid. length breadth 5"

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 screw 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. 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

Material

whether Moveable

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 drivenPumps 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 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

Are they fitted with Valves or Cocks

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

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 250 lb.

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

1 set of top & bottom end brasses; 1. H.P. & L.P. piston rings; 2 sets of metallic packing for rods

The foregoing is a correct description.

H. Pease. for W. H. Allen. 6/7/37

Manufacturer.



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Lloyd's Register

W18-00043n

1936 Oct. 21. Nov 4. 6. Dec 27. 30. 1937 Jan 6. 15.
During progress of work in shops -- Feb. 23 March 10. 12. 16. 22 May 25 June 18. 21. 22.
Dates of Survey while building During erection on board vessel --
Total No. of visits 804/9 (In shops)

Dates of Examination of principal parts—Cylinders 27. 12. 36 Slides 16. 3. 37 Covers 6. 1. 37
Pistons 16. 3. 37 Piston Rods 12. 3. 37 Connecting rods 23. 2. 37
Crank shaft 10. 3. 37 Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections Boilers fixed Engines tried under steam
Completion of pumping arrangements Thickness of adjusting washers
Main boiler safety valves adjusted 160705 HAG
Crank shaft material steel Identification Mark 32. 10. 3. 37 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.)
This generating set has been constructed under Special Survey in accordance with the requirements of the Rules. The materials have been made at works approved by the Society. The workmanship is good & on completion the machine was tested under full & overload conditions with satisfactory results. The machine has been forwarded to Glasgow for getting on board.

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

The amount of Entry Fee ... £ : : When applied for,
Special ... £ 6- 6- 0- - 8 JUL 1937
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ 1 : 4 6 7/9/ 1937

A. F. Garnett
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 28 DEC 1937
Assigned SEE ACCOMPANYING MACHINERY REPORT.