

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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Date of writing Report 7-10-1926 When handed in at Local Office 7-10-1926 Port of Middlesbrough
 No. in Survey held at Middlesbrough Date, First Survey 16th March Last Survey 7-10-1926
 Reg. Book. on the S.S. CHEVYCHASE (Number of Visits 34)
 Built at Middlesbrough By whom built Smith's Dock & Co. Ltd. Yard No. 818 Tons { Gross 1926 Net 1926
 Engines made at Middlesbrough By whom made Smith's Dock & Co. Ltd. Engine No. 286 when made 1926
 Boilers made at Martlepool By whom made Richardsons, Westgarth & Co. Ltd. Boiler No. D167 when made 1926
 Registered Horse Power Owners Steel Steam Shipping & Co. Ltd. Port belonging to Newcastle
 Nom. Horse Power as per Rule 266 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion inverted Revs. per minute 73
 Dia. of Cylinders 21-35-57½" Length of Stroke 42" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 11.22" as fitted 11½" Crank pin dia. 11½" Crank webs Mid. length breadth 18½" Thickness parallel to axis 7½"
 as fitted 11½" Mid. length thickness 7½" shrunk Thickness around eye-hole 5½"
 Intermediate Shafts, diameter as per Rule 10.69" as fitted 10¾" Thrust shaft, diameter at collars as per Rule 11.22" as fitted 11½"
 Tube Shafts, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule 12.02" as fitted 12½" Is the tube screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 6.64" as fitted 16" Thickness between bushes as per Rule 4.98" as fitted 16" Is the after end of the liner made watertight in the propeller boss Yes
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner One length
 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 Right fit
 If two liners are fitted, is the shaft lapped or protected between the liners One liner Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No
 Length of Bearing in Stern Bush next to and supporting propeller 4-11½"
 Propeller, dia. 16'-0" Pitch 15'-2" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 77 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3¾" Stroke 22" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3¾" Stroke 22" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 1 @ 6" x 4¼" x 6" Pumps connected to the { No. and size 1 @ 10" x 11" x 10"
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size 1 @ 10" x 11" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size None
 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 1 @ 4" 3 @ 2½"
 In Holds, &c. No 1 Hold 2 @ 2½" No 2 Hold 2 @ 2½" No 3 Hold 2 @ 2½" No 4 Hold 2 @ 2½"
Tunnel well 1 @ 2½"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 4"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 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 Yes
 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 Yes Are the Overboard Discharges above or below the deep water line Chain below not above
 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
 What Pipes pass through the bunkers None How are they protected ✓
 What pipes pass through the deep tanks None 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 Yes
 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 Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Upper Deck

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4554 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers 2 Single ended Working Pressure 180 lbs. sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓
 PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers No Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval) Superheaters ✓ General Pumping Arrangements With Hull Rpt Oil fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied:—1 Cast iron propeller, 1 set of coupling Bolts, 2 chain bearing bolts and nuts, 2 Bottom end bolts and nuts, 2 Top end bolts and nuts, 1 set of Bilge pump valves and seats, 1 set of Feed pump valves and seats, 20 assorted bolts and nuts, ½ set of assorted iron bars, ½ set of assorted iron plates, 1 set of oil pump valves, 3 Boiler tubes, 3 Condenser tubes, 10 firebars, 12 gauge glasses and washers, 1 chain check valve, 1 auxiliary check valve, 12 pump ring bolts, ½ set of Donkey pump valves, ½ set Ballast pump valves.

The foregoing is a correct description,
 FOR SMITH'S DOCK COMPANY, LTD.

Engine Works Manager.

Manufacturer.

W437-0139



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Lloyd's Register
 Foundation

1926
 During progress of work in shops - Mar. 16, Apr. 12, 15, 19, 28, May 1, 3, 7, 12, 18, 20, 26, 28, Jun. 1, 4, 7, 14, 18, 21, 29, July 12, Aug. 23, Sep. 1, 3, 13, 15
 2, 23, 24, 27, Oct. 1, 5, 6, 7
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits 34

Dates of Examination of principal parts—Cylinders 3-5-26 Slides 1-6-26 Covers 1-6-26
 Pistons 20-5-26 Piston Rods 20-5-26 Connecting rods 18-5-26
 Crank shaft 7-4-26 Thrust shaft 12-7-26 Intermediate shafts 12-7-26
 Tube shaft ✓ Screw shaft 12-7-26 Propeller 12-7-26
 Stern tube 12-7-26 Engine and boiler seatings 3-9-26 Engines holding down bolts 27-9-26
 Completion of fitting sea connections 3-9-26
 Completion of pumping arrangements 7-10-26 Boilers fixed 21-9-26 Engines tried under steam 7-10-26
 Main boiler safety valves adjusted 7-10-26 Thickness of adjusting washers 1 1/2" 1 3/4" 1 3/4" 1 3/4" 1 3/4"
 Crank shaft material Ingot Steel Identification Mark 954 Thrust shaft material Ingot Steel Identification Mark 955
 Intermediate shafts, material Ingot Steel Identification Marks 6678/9/80, 1045/6/7 shaft, material ✓ Identification Mark ✓
 Screw shaft, material Ingot Steel Identification Mark 1048 Steam Pipes, material S.D. Steel Test pressure 540 LBS Date of Test 16-7-26
 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 carrying and burning oil fuel been complied with ✓
 Is this machinery duplicate of a previous case ✓ No ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been constructed under Special Survey in accordance with the approved plans and rules of this Society.
 The materials and workmanship are good, the machinery has been properly fitted and secured on board the vessel, and on completion tried under steam and found satisfactory.
 The safety valves have been adjusted under steam and tested for accumulation.
 In my opinion the machinery of this vessel is eligible to have the record of LMC 10.26 in the Register Book.
 Note: This vessel is fitted with Electric Light and Wireless.

It is submitted that this vessel is eligible for THE RECORD. + LMC 10.26. CL.

W.D.
 8/10/26

The amount of Entry Fee ... £ 4 : 0 :
 Special 3/6 FEE ... £ 38 : 18 :
 Donkey Boiler Fee ... £ ✓ : ✓ :
 Travelling Expenses (if any) £ - : - :
 When applied for, 19
 When received, 16.10.26

Arthur W. Oxford.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 12 OCT 1926

Assigned + LMC 10 26 CL