

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office.

FRI. NOV. -1. 1912

Date of writing Report

19

When handed in at Local Office

21st Oct. 1912

Port of MIDDLESBROUGH-ON-TEES.

No. in
Reg. Book.

Survey held at Middlesbrough

Date, First Survey 13th June

Last Survey 23rd Oct. 1912

256 on the Machinery of the Wood, Iron or Steel

S. S. "Harport"

Master A. E. Eilers

Gross 1294
Net 1294

Vessel built at South Shields

By whom J. Readhead & Sons

When 1907-11

Engines made at do

By whom do

When 1907

Boilers, when made (Main) 1907

(Donkey) 1907

Owners Deutsch-Amerikanische Petroleum Port Hamburg

Voyage Sunderland

Surveyed Afloat & in Dry Dock Smith's Dry Dock

(State name of Dock.)

Smith's Wharf

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned not required.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1 1. 12. SS Mech. No. 1-12.		+LMC1. 12.

ast Report No. Port

Particulars of Examination and Repairs (if any) Alterations etc

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? Was a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

this was not done, state for what reasons?

what parts of the Boilers could not be thus thoroughly examined?

so what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 165 lbs

the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? 90 lbs

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?

the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

shaft now been changed? If so, state reasons

the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Complete.

On 13th June 1912 at the request of the Owner's Supt. examined the furnaces of the main boilers & found them all more or less distorted but in our opinion in safe working condition, & recommended to the Committee that the "Limit" on the furnaces might be removed, which was agreed to, see Secretary's letter 19.6.12.S.

All the furnaces of the main boilers have since been set up fair by hydraulic pressure & exam^d & found good.

To comply with German Law requirements:- Twenty plain tubes in each main boiler have been replaced by stay tubes in the bounding rows of tubes at the wide water spaces, also four screw stays at the top corners of the wide water spaces have

General Observations, Opinion, and Recommendation:- The machinery of this

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,10, B.&M.S. 9,10, or L.M.C. 9,10, 140 lb., E.D., &c.)

vessel is eligible in our opinion to remain as classed

and to have record of tail shaft last seen 10.12. and

Fitted for liquid fuel 10.12. Electric light and wireless.

Survey Fee (per Section 28).....	£ 5 : 0 : 0	Fees applied for
Sunday attendance.....	£ 2 : 2 : 0	31. 10. 1912
Special Damage or Repair Fee (if any).....		
(per Section 28.)		
Working Expenses (if chargeable).....		
		Received by me,
		16.11.1912

Committee's Minute TUE NOV-5 1912

signed

John Walker

as now fitted for liquid fuel 10.12

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

FRI. MAY. 16. 1913

Lloyd's Register

Foundation

W169-0152 (112)

S.S. "Harport."

have been replaced by larger stays. Each main boiler has been fitted with new double spring loaded safety valves complete, each valve 4" diameter; new main stop valve; new shut off valve between check valves & boiler; new auxiliary stop valve; two new pillar gauges complete, & all other mountings overhauled.

overhauled. The donkey boiler has been fitted with a new stop valve; new shut off valve between check valves & boiler; two new pillar ganges complete, & all other mountings overhauled.

train & donkey boiler safety valves have been adjusted under steam to 165 lbs & 90 lbs pressure per sq. inch respectively, & the boilers examined under steam, using oil fuel, & found good.

The Meyer-Smith oil fuel system has been fitted on board in accordance with the Rules & the approved plan, & has been tested by hydraulic pressure to 200 lbs per sq. inch, & exam^d under full working conditions on the main & donkey boilers with satisfactory results.

Pumping arrangement:- The vessel having been altered for carrying petroleum in bulk, all the original bilge suction & ballast tank pipes outside of the Engine & Boiler space & cross bunker space have been dispensed with. Separate steam pumps have been fitted in the forward & after cofferdams for pumping these spaces, also ballast tanks in way of same, after peak tank, tunnel, & fore peak, as per approved plans.

Oil pumping arrangements have been fitted in pump rooms & oil tanks as per approved plan, & exam^d under working conditions & found good.

Electric Light Installation has been fitted, for particulars see Electric Lighting Report.

Wireless Telegraphy "Telefunken System" has been fitted.

Screw shaft drawn in, found good & refitted in place.
Tunnel shafting all disconnected, & readjusted &
recompiled up in line. Propeller, stern bush & sea connection
fastenings exam^d & found good. *Chas & Wm Morrison*

Thos & Wm Morrison

187109-0152(212)

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Meal for half a hundred or account
of cow-brown into oil-tanker
Brewchapp, Exan & Biler for wax
fired. before room and long
dressed throughout. Bole, S.D.
dressed & acquainted. More
wanted for Liquid fuel

1.1.3 this vessel is eligible for
1.1.3 Fitted.
1.1.3 Liquid fuel 10.12

S. 10.12

File -
Wireless
5/5/1916