

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

(Received at London Office. FRI. NOV. -1. 1912)

Date of writing Report 1912 When handed in at Local Office 21st Oct. 1912 Port of MIDDLESBROUGH-ON-TEES.

No. in Survey held at Middlesbrough Date, First Survey 13th June Last Survey 23rd Oct. 1911
256 on the Machinery of the Wood, Iron or Steel S. S. "Harport" Master A. Eilers

Gross 1294 Net 2958 Vessel built at South Shields By whom J. Readhead & Sons When 1907-11
Engines made at do By whom do When 1907

Registered Horse Power 374 Boilers, when made (Main) 1907 (Donkey) 1907
of Main Boilers 2 Owners Deutsch-Amerikanische Petroleum Port Hamburg Voyage Sunderland
of Donkey Boilers 1

Steam Pressure in Main Boilers 180 lbs Surveyed Afloat & in Dry Dock Smith's Dry Dock
in Donkey Boilers 90 lbs (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.R., if any).
+100 A1 1.12. +LMCI.12.
SS Mech. No. 1-12.

Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the nature 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?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
Do. " " Donkey " " " "

If this was not done, state for what reasons?
If what parts of the Boilers could not be thus thoroughly examined?

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 165 lbs
Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? 90 lbs

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

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

Was screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?
Was shaft now been changed? No If so, state reasons

Was the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?
State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 5 3/32"

If 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 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 31.10.12
Special Damage or Repair Fee (if any) £ 2 2 0
Printing Expenses (if chargeable) £ : : :
Received by me, 16.11.12

Committee's Minute THE NOV-5 1912
Signed 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)

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

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.

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

Main + donkey boiler safety valves have been adjusted under steam to 16.5 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 + reconnected up in line. Propeller, stern bush + sea connection fastenings exam^d + found good. I. Kerr + W. Morrison

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

Steel for hatch overhauled on account of corrosion anti oil-tanker
Screw shafts Exam^d Boiler furnaces
Exam^d. Engine room + electric
arrangements + arrangements. Piles
Exam^d + adjusted. New
fitted for liquid fuel

This vessel is eligible for
Fitted for liquid fuel 1912

S.10.12

4/11/12

11109-0152(212)