

REPORT ON OIL ENGINE MACHINERY.

No. 86846

Received at London Office 25 FEB 1931

Date of writing Report

19

When handed to Local Office

24.2.31

Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.

Survey held at

St. Peter's + Hebburn

Date, First Survey

31 July 1930

Last Survey

19.2.1931

Number of Visits

94

Single
on the Twin
Screw vessel

Motor Vessel "HARPA."

Tons
Gross 3007
Net 1630

Built at

Hebburn

By whom built

Hawthorn Leslie & Co. Ltd. No. 545 When built 1931.

Engines made at

St. Peter's

By whom made

Hawthorn Leslie & Co. Ltd. No. 3775 When made 1931.

Donkey Boilers made at

St. Peter's

By whom made

Hawthorn Leslie & Co. Ltd. No. 3775 When made 1931.

Brake Horse Power

1400

Owners

Anglo Saxon Det. Co. Ltd. Port belonging to London

Nom. Horse Power as per Rule

380

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes.

Trade for which vessel is intended

Carrying Petroleum in bulk.

OIL ENGINES, &c.—Type of Engines

Hawthorn Leslie & Co. Ltd. 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

Revolutions per minute

Crank Shaft, dia. of journals

Flywheel Shaft, diameter

Tube Shaft, diameter

Bronze Liners, thickness in way of bushes

propeller boss

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

If so, state type

Propeller, dia.

Method of reversing Engines

Thickness of cylinder liners

Cooling Water Pumps, No.

Bilge Pumps worked from the Main Engines, No.

Pumps connected to the Main Bilge Line

Ballast Pumps, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Pumps, No. and size:—In Machinery Spaces

In Holds, &c.

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 they fixed sufficiently high on the ship's side to be seen without lifting the platform plates

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

What pipes pass through the bunkers

What pipes pass through the deep tanks

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

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Main Air Compressors, No.

Auxiliary Air Compressors, No.

Small Auxiliary Air Compressors, No.

Scavenging Air Pumps, No.

Auxiliary Engines crank shafts, diameter

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Can the internal surfaces of the receivers be examined and cleaned

High Pressure Air Receivers, No.

Seamless, lap welded or riveted longitudinal joint

Starting Air Receivers, No.

Seamless, lap welded or riveted longitudinal joint

W1134-0009

Lloyd's Register
Foundation

IS A DONKEY BOILER FITTED?

yes

If so, is a report now forwarded?

yes

Is the donkey boiler intended to be used for domestic purposes only

no

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

yes

Receivers

yes

Separate Tanks

yes

Donkey Boilers

yes

General Pumping Arrangements

yes

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

as per attached list & Society's Rules.

State the principal additional spare gear supplied

The foregoing is a correct description,

B. & W. HAWTHORN LESLIE & CO. LD.

Manufacturer.

1930
 Dates of Survey while building
 During progress of work in shops--
 Feb. 3. 6. 13. 20. 27. Mar. 11. 12. 18. 20. 26. 28. Apr. 3. 8. 17. 22. 28. May 7. 13. 16. 23. 30. June 12. 20. July 7. 14. 16. 18. 24. 31. Aug. 6. 11. 12. 15. 18. 19. 20. 22. 25. 27. 29. Sep. 2. 3. 5. 8. 9. 15. 18. 23. 24. 26. Oct. 7. 8. 10. 15. 20. 22. 24. 27. 30. 31. Nov. 7. 11. 14. 18. 20. 24. 26. Dec. 1. 8. 11. 15. 17. 18. 29. 31. 1931 Jan. 7. 8. 9. 12. 15. 19. 20. 26. 29. 30. Feb. 3. 5. 9. 11. 13. 16. 19.
 Total No. of visits 94.

Dates of Examination of principal parts—Cylinders 31. 1. 31. Covers 31. 1. 31. Pistons 31. 1. 31. Rods 18. 9. 30. Connecting rods 18. 9. 30.
 Crank shaft 18. 9. 30. Flywheel shaft 18. 9. 30. Thrust shaft 18. 9. 30. Intermediate shafts 18. 9. 30. Tube shaft 18. 9. 30.

Screw shaft 18. 9. 30. Propeller 24. 1. 31. Stern tube 24. 1. 31. Engine seatings 24. 1. 31. Engines holding down bolts 13. 2. 31.
 Completion of fitting sea connections 24. 1. 31. Completion of pumping arrangements 2. 2. 31. Engines tried under working conditions 13. 2. 31.

Crank shaft, Material 6'. Identification Mark 6'. Flywheel shaft, Material 6'. Identification Mark 6'.
 Thrust shaft, Material 6'. Identification Mark 6'. Intermediate shafts, Material 6'. Identification Mark 6'.
 Tube shaft, Material 6'. Identification Mark 6'. Screw shaft, Material 6'. Identification Mark 6'.

Is the flash point of the oil to be used over 150° F.

yes

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

yes

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

yes

If so, state name of vessel

Agushina. Motor Tanker

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery has been built under special survey & in accordance with the Rules of the Society. The approved plans, has been securely fitted on board the vessel, tried under full working conditions. found satisfactory.

The Machinery of this vessel is eligible, in my opinion, to have notation + LLOYDS' L.M.C. 2-31 and T.S.E.L's

The amount of Entry Fee ... £ 5 : - : When applied for, 12. 2. 1931
 Special ... £ 82 : - :
 Donkey Boiler Fee ... £ 5 : 12 : : When received, 19. 2. 1931
 Travelling Expenses (if any) £ 6 : 6 : :

Committee's Minute

FRI. 27 FEB 1931

Assigned

+ Lmb. 2. 31 oil Supt
 CH, DB-150 H

Fred. A. Ferguson.

Engineer Surveyor to Lloyd's Register of Shipping.



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CERTIFICATE WRITTEN.