

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

31 JAN 1934

Date of writing Report 26th JANUARY 1934 When handed in at Local Office 26th JANUARY 1934 Port of GreenockNo. in Survey held at Port Glasgow
Reg. Book.Date, First Survey 14th NOVEMBER 1933 Last Survey 24th NOVEMBER 1933

(Number of Visits 2)

Gross 5082.13.

Net 3035.50.

When built 1934.

on the SS HARPASA

at Port Glasgow By whom built Lithgows & Co. Ltd.

Yard No. 864

When made

es made at Glasgow

By whom made D. T. Cowan & Co. Ltd.

Engine No.

When made

rs made at

By whom made

Boiler No.

When made

tered Horse Power

Owners National Steamship Co. Ltd.

Port belonging to London

Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

for which Vessel is intended Foreign

ENGINES, &c.—Description of Engines

Revs. per minute

No. of Cylinders Length of Stroke No. of Cylinders No. of Cranks
 shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Mid. length thickness Thickness parallel to axis Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted
 Shafts, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner
 Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 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
 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
 If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 Pitch No. of Blades Material whether Movable Total Developed Surface sq. feet
 Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Pumps connected to the Main Bilge Line No. and size How driven
 Lubricating Oil Pumps, including Spare Pump, No. and size
 independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps;—In Engine and Boiler Room SEE GLS RPT.
 In Holds, &c. N^o 1 HOLD & N^o 4 HOLD, EACH 2-3".
 HOLD 2-3 1/2". N^o 3 HOLD 4-2 1/2". CROSS BUNKER 2-2".

Water Circulating Pump Direct Bilge Suctions, No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes.
 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
 Sea Connections fitted direct on the skin of the ship yes. Are they fitted with Valves or Cocks both.
 Suctions fitted 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 above
 Suctions 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.
 Pipes pass through the bunkers None. How are they protected
 Pipes pass through the deep tanks Have they been tested as per Rule
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
 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
 ment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

N BOILERS, &c.—(Letter for record)

Total Heating Surface of Boilers

reed Draft fitted

No. and Description of Boilers

Working Pressure

A REPORT ON MAIN BOILERS NOW FORWARDED?

A DONKEY BOILER FITTED?

If so, is a report now forwarded?

donkey boiler intended to be used for domestic purposes only

INS. Are approved plans forwarded herewith for Shafting
(If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

aters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

e spare gear required by the Rules been supplied.

he principal additional spare gear supplied.

The foregoing is a correct description,

Manufacturer.



© 2020

Lloyd's Register
Foundation

W175-0111

Date of survey
No. in Reg. Book
Built at
Engines

Dates of Survey while building
During progress of work in shops - -
(1933) Nov. 14. 24.
During erection on board vessel - -
Total No. of visits 2.

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft T. Intermediate shafts
Tube shaft SEE GLS Screw shaft Propeller
Stern tube Engine and boiler seatings 14-11-33. Engines holding down bolts
Completion of fitting sea connections 24-11-33.
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material Identification Mark 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 yes. If so, state name of vessel SS "HARBURY".

General Remarks (State quality of workmanship, opinions as to class, &c. The propeller, tail shaft, stern tube, & sea connections & fastenings have been satisfactorily fitted on board. The bilge pumping arrangements in the holds have been fitted in accordance with the Rules & approved plans, tried & found satisfactory.

25/11/34

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 ... £ : : 19
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19

J. Avey
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 30 JAN 1934
Assigned SEE ACCOMPANYING MACHINERY REPORT.