

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 Glasgow

No. in Survey held at Port Glasgow Date, First Survey 14th NOVEMBER 1933 Last Survey 24th NOVEMBER 1933
Reg. Book. on the SS HARPASA (Number of Visits 2)

Tons { Gross 5082.13.
Net 3035.50.

at Port Glasgow By whom built Lithgows & Co. Yard No. 864 When built 1934
Engines made at Glasgow By whom made D. Teawan & Co. Ltd Engine No. When made
Boilers made at By whom made Boiler No. When made
Indicated 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

No. of Cylinders	Length of Stroke	No. of Cranks	Revs. per minute
shaft, dia. of journals as per Rule	Crank pin dia.	Mid. length breadth	Thickness parallel to axis
as fitted		Mid. length thickness	Thickness around eye-hole
Intermediate Shafts, diameter as per Rule		Thrust shaft, diameter at collars as per Rule	
as fitted		as fitted	
Shafts, diameter as per Rule	Screw Shaft, diameter as per Rule	Is the tube shaft fitted with a continuous liner	
as fitted	as fitted		
Liner thickness in way of bushes as per Rule	Thickness between bushes as per Rule	Is the after end of the liner made watertight in the stern boss	
as fitted	as fitted		
Yes	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		
No	If so, state type	Length of Bearing in Stern Bush next to and supporting propeller	
Propeller, dia.	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
No. and size	Pumps connected to the Main Bilge Line		No. and size
How driven			How driven
Lowest Pumps, No. and size	Lubricating Oil Pumps, including Spare Pump, No. and size		
Are 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		
Yes	SEE GRS RPT.		
Boiler Room	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, size

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 state.

Are they 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

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.

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 compartment to another

Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.— (Letter for record) Total Heating Surface of Boilers

Reed Draft fitted No. and Description of Boilers Working Pressure

REPORT ON MAIN BOILERS NOW FORWARDED?

DONKEY BOILER FITTED? If so, is a report now forwarded?

Is donkey boiler intended to be used for domestic purposes only

Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Is the spare gear required by the Rules been supplied.
If not, state the principal additional spare gear supplied.

The foregoing is a correct description,

Manufacturer.



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Dates of Survey while building
 During progress of work in shops - -
 (1933) Nov. 14, 21.
 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.

Lloyd's Register
 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.**

