

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office - 9 APR 1942)

Date of writing Report 31st March 1942 When handed in at Local Office 7.4.42 Port of GLASGOW
 No. in Reg. Book 24881 Survey held at GLASGOW Date First Survey 13.3.42 Last Survey 30th March 1942
 on the Machinery of the Wood, Iron or Steel S.S. HARMONIDES (No. of Visits 5)
 Gross 5237 Vessel built at LRVINE By whom HYRSHIRE DYKD. CO. LD. When 1920
 Net 3098 Engines made at GREENOCK By whom J. G. KINCAID & CO. LD. When 1920
 Nominal Horse Power 599 Boilers, when made (Main) 1920 (Donkey)
 No. of Main Boilers 388 Owners BRIT. & AMERICAN STEAM NAV. CO. LD. Owners' Address
 No. of Donkey Boilers 1 Managers HOUSTON LINE (LONDON) LD. (if not already recorded in Appendix to Register Book.)
 Steam Pressure 180 lb. Port LIVERPOOL Voyage
 in Main Boilers
 in Donkey Boilers
 If Surveyed Afloat or in Dry Dock BOTH GOVERNMENT DOCK
 (State name of Dock.) Y QUEENS DOCK

Last Report No. Port

Particulars of Examination and Repairs (if any) DNG. & P.T.M.S.

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.

In 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? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No
 If this was not done, state for what reasons B.S. not due

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

Also 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?

State latest date of internal examination of each boiler.

Present condition of funnel(s).

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Was the screw shaft now been drawn and examined?

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Was the shaft now been changed? If so, state reasons.

Was the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft.

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 1/4"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

To complete the machinery survey all rule requirements to be carried out except items underlined. Stated survey will be further advanced as opportunity offers.
NEW YORK

Vessel placed in dry dock, propeller, after end of stern tube and outside fastenings of underwater sea connections examined and found in good order.
FOR M.S.

Exhaust turbine rotor casing and blading, gull shaft and muff coupling; thrust, after independent feed pump, P.T.O.

General Observations, Opinion, and Recommendation:—The machinery of this vessel

(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. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or & L.M.C. 140 lb., F.D., &c.)

so far as now seen is in efficient condition and eligible in my opinion to remain as classed with fresh record of +LMCHS 3,12 on completion of survey as above subject to welded stay tubes in centre boiler being renewed at the first opportunity.

Survey Fee (per Section 29) £ : :

Fees applied for

Special Damage or Repair Fee (if any) £ : :

Received by me,

LICENCE CASE

19

Travelling expenses (if chargeable) £ : :

Committee's Minute GLASGOW 8 APR 1942Assigned As nowSubject

N. Russell 2019
 Engineer Surveyor to Lloyd's Register of Shipping.

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 Foundation

W178-0211

S.S. HARMONIDES.

FOR M.S. CONT'D

gwynne circulating pump, and the steering engine
examined and found or placed in good order

REPAIRS.

EXHAUST TURBINE - after bearing re-metalled and the after
oil baffles renewed

Muff coupling re-bedded to cone end of shaft and the
forward coupling bolts renewed.

CIRC. pump - top half of bottom end brasses re-metalled

LICENCE N° 73736 - Additional voyage repairs carried out at the
request of the M.W.T.

N.V.

S.S. no 2444 10.40.

Note part M.S.

Subject as recommended

Y. K.

23.4.43



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