

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

10 MAY 1933

Date of writing Report 6th May 1933 When handed in at Local Office 6th May 1933 Port of Greenock
 No. in Survey held at Port Glasgow Date, First Survey 9th March 1933 Last Survey 24th March 1933
 Reg. Book. on the SS HARBLEDOWN (Number of Visits 2)
 Built at Port Glasgow By whom built Lithgows Ltd Yard No. 861 Tons Gross 5413
Net 3206 When built 1933
 Engines made at Glasgow By whom made D. Rowan & Co. Ltd Engine No. _____ When made _____
 Boilers made at _____ By whom made _____ Boiler No. _____ When made _____
 Registered Horse Power _____ Owners National Steamship Co. Ltd Port belonging to London
 Nom. Horse Power as per Rule _____ Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes
 Trade for which Vessel is intended Foreign

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute _____
 Dia. of Cylinders _____ Length of Stroke _____ No. of Cylinders _____ No. of Cranks _____
 Crank shaft, dia. of journals _____ as per Rule _____ as fitted _____ Crank pin dia. _____ Crank webs _____ Mid. length breadth _____ Thickness parallel to axis _____
 _____ Mid. length thickness _____ Thickness around eye-hole _____
 Intermediate Shafts, diameter _____ as per Rule _____ as fitted _____ Thrust shaft, diameter at collars _____ as per Rule _____ as fitted _____
 Tube Shafts, diameter _____ as per Rule _____ as fitted _____ GRAS Screw Shaft, diameter _____ as per Rule _____ as fitted _____ Is the tube shaft fitted with a continuous liner Yes
SEE _____ Is the screw shaft fitted with a continuous liner Yes
 Bronze 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 propeller boss Yes
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft 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
 Feed Pumps worked from the Main Engines, No. _____ Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____
 Bilge Pumps worked from the Main Engines, No. _____ Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____
 Feed Pumps { No. and size _____ Pumps connected to the { No. and size _____
 { How driven _____ Main Bilge Line { How driven _____
 Ballast Pumps, No. and size _____ Lubricating Oil Pumps, including Spare Pump, No. and size _____
 Are two independent means arranged for circulating water through the Oil Cooler _____ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room _____
 In Pump Room _____ In Holds, &c. _____

Main Water Circulating Pump Direct Bilge Suctions, No. and size 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 the 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
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks both
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes 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
 What Pipes pass through the bunkers How are they protected
 What pipes pass through the deep tanks Have they been tested as per Rule
 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from _____

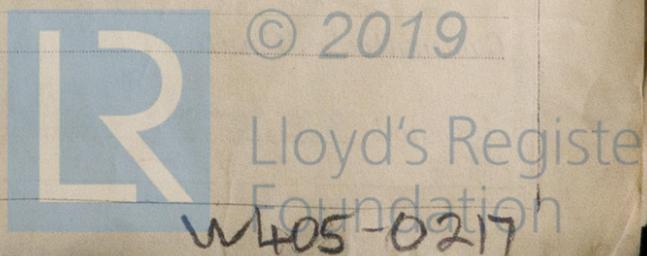
MAIN BOILERS, &c.—(Letter for record _____) Total Heating Surface of Boilers _____
 Is Forced Draft fitted _____ No. and Description of Boilers _____ Working Pressure _____
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? _____
 IS A DONKEY BOILER FITTED? _____ If so, is a report now forwarded? _____
 Is the donkey boiler intended to be used for domestic purposes only _____
 PLANS. Are approved plans forwarded herewith for Shafting _____ Main Boilers _____ Auxiliary Boilers _____ Donkey Boilers _____
 (If not state date of approval) _____
 Superheaters _____ General Pumping Arrangements _____ Oil fuel Burning Piping Arrangements _____

SPARE GEAR.

Has the spare gear required by the Rules been supplied _____
 State the principal additional spare gear supplied _____

The foregoing is a correct description,

Manufacturer.



During progress of work in shops - - }
 Dates of Survey while building } Sea connection, etc. (1933) Mar. 9. 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 Intermediate shafts
 Tube shaft Screw shaft Propeller
 Stern tube Engine and boiler seatings 9-3-33 Engines holding down bolts
 Completion of fitting sea connections 24-3-33.
 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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. The propeller, tail shaft, stem tube & sea connections have been satisfactorily fitted on board. The vessel has left for Glasgow for installation of machinery by Messrs D. Rowan & Co. Ltd. Glasgow Surveyors notified.

1807
 6/27/33

The amount of Entry Fee ... £ : : When applied for,
 Special ... £ : : 19
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 19

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

Committee's Minute GLASGOW 9 - MAY 1933

Assigned SEE ACCOMPANYING MACHINERY REPORT.



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