

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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19

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24/9/23 Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.Survey held at *Bill. Way on Tyne*
on the **STEEL SCREW STEAMER HARVEST QUEEN**Date, First Survey *20 August*Last Survey *20 Sept 1923*(Number of Visits *7*)Gross *168*Net *97*Built at *Bill. Way*By whom built *Wood Skinner & Co*Yard No. *227*When built *1923.9.*Engines made at *Gloucester*By whom made *W. Lissow & Co. Ltd.*Engine No. *1956*when made *1921.6*Boilers made at *Glasgow*By whom made *Muir & Findlay*Boiler No. *3841*
*14848*when made *1919.8*

Registered Horse Power

Owners *Spillers & Bakers Ltd.*Port belonging to *Newcastle*Nom. Horse Power as per Rule *22.3*Is Refrigerating Machinery fitted for cargo purposes *no*Is Electric Light fitted *no*

ENGINES, &c.—Description of Engines

*Compound Surface Condensing—please see Bristol report 10760.*Dia. of Cylinders *9 1/2 - 20* Length of Stroke *15* Revs. per minute *225* No. of Cylinders *2* No. of CranksDia. of Crank shaft journals *as per rule* Dia. of Crank pin *as per rule* Crank webs *Mid. length breadth* Thickness parallel to axis *shrunk*Diameter of Thrust shaft under collars *as per rule* Diameter of Tunnel shaft *as per rule* Diameter of Screw shaft *as per rule* Is the Screw shaftfitted with a continuous liner the whole length of the stern tube *Is the after end of the liner made watertight in the propeller boss*If the liner is in more than one length are the joints burned *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 appliance fitted at the after end of the shaft to permit*of it being efficiently lubricated *Length of Stern Bush *fitted with suitable* Diameter of Propeller *rules flange & gear pumping lubricated**Pitch of Propeller *No. of Blades* State whether Moveable *Total Surface *square feet.**No. of Feed Pumps fitted to the Main Engines *Diameter of ditto* Stroke *Can one be overhauled while the other is at work*No. of Bilge Pumps fitted to the Main Engines *one* Diameter of ditto *198* Stroke *7* *fitted with 1 1/2 suction to engine room only.*Total number and size of power driven Feed and Bilge Auxiliary Pumps *one Duplex pump 5 1/4 x 3 1/2 x 5. Drawing from Hotwell, Engine*No. and size of Pumps connected to the Main Bilge Line *Room bilge one 2 dia. Hold. P & S. & one peak one steam ejector from*No. and size of Ballast Pumps *Engine Room & Hold Suction* No. and size of Lubricating Oil Pumps, including Spare PumpAre two independent means arranged for circulating water through the Oil Cooler *none* *An additional pump fitted 7 1/2" dia. 10" stroke*Bilge Pumps;—In Engine and Boiler Room *as above, duplex pump suction* *and in Holds, &c. Suction Pump suction & ejector suction*

from Engine Room and separate ejector suction, fitted, main engine bilge pump suction to Engine Room only.

Is ejector fitted as an extra pump to avoid this or the bilge pump is small. *1 1/2" dia. 10" stroke.*No. and size of Main Water Circulating Pump Bilge Suctions *one 3" Bilge injection* No. and size of Donkey Pump Direct Suctionsto the Engine Room Bilges *one 2" 2" diameter direct suction* *Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes *yes**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 *not practicable in this case.*Are all connections with the sea direct on the skin of the ship *yes.* Are they 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 Discharge Pipes 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* *except ejector discharge which is above deck level.*What Pipes are carried through the bunkers *none* How are they protected *yes*Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *yes*

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 *yes* Is the Screw Shaft Tunnel watertight *none* Is it fitted with a watertight door *worked from*MAIN BOILERS, &c.—(Letter for record *Steam blowers in funnel.* Total Heating Surface of BoilersForced Draft fitted *no* No. and Description of Boilers *one S. C. boiler, cyl. multi one furnace* Working Pressure *140 lbs.*IS A REPORT ON MAIN BOILERS NOW FORWARDED? *yes.* *Glasgow report 39058 dated 27.8.19*IS A DONKEY BOILER FITTED? *no.* If so, is a report now forwarded? *yes*PLANS. 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. State the articles supplied:— *Two top end bolts & nuts two bottom end bolts & nuts, Spare**and bearing studs & nuts. Set of Coupling bolts & nuts, Spare feed & Bilge pump Valves, assorted**iron bolts & nuts, and a few engine room stores and tools.**L. G. Shallcross**Newcastle on Tyne.*

The foregoing is a correct description

Manufacturer.



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Foundation

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