

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office APR - 7 1941)

of writing Report 2nd April, 1941 When handed in at Local Office 3/4/1941 Port of NEWCASTLE-ON-TYNE
in Survey held at Newcastle-upon-Tyne Date, First Survey 6.3.41 Last Survey 24.3.1941
on the Machinery of the Wood, Iron or Steel S.S. HARPAGUS (No. of Visits 4)

Gross 5173 Vessel built at Sunderland By whom Bartram Sons, Ltd. Year. Month. 1940. 4
Net 2980 Engines made at Sunderland By whom R. & S. Marine Eng. Co. (1938) Ltd When 1940.
Main Boilers 2 CB. Boilers, when made (Main) (Donkey)
Auxiliary Boilers 1 CB. Owners Lowland S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Pressure in Boilers 220 lbs./sq. in. Managers J. C. Harrison Ltd. Port London Voyage
Donkey Boilers 220 lbs./sq. in. Surveyed Afloat or in Dry Dock Commissioners' Station (State name of Dock.)

Report No. _____ Port _____ Limit - Examination of _____
Particulars of Examination and Repairs (if any) Crank Shaft.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 details of such repairs, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined

Has a special damage report made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Has the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

Where a thorough examination was not done, state for what reasons? Boilers not due for survey.

What parts of the Boilers could not be thus thoroughly examined?

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?

What is the latest date of internal examination of each boiler?

Has the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

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

Has the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No 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?

Has the screw shaft now been changed? If so, state reasons _____

Has the screw 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 the 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

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted Yes.

Has the Surveyor examined the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

Please see Inve. Rpt. N:98969.

Crank Shaft:- All crank pins and the N:2 Journal examined in company with the Owners' Superintendent and the Engine Builders' representatives. The lines or marks referred to in the above report do not appear to have extended in any way, and the surfaces of the pins and journal were found to be satisfactory. It was agreed with the interested parties that the crank pins be again examined in about 12 months time the shaft, in our opinion, being in a satisfactory condition for the present.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good working condition and eligible, in our opinion, to remain as classed without fresh record, subject to the crank pins being again examined in about twelve months time.

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, E.S. 9.11, E.S.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)
CS 3.34

Fee (per Section 29) £ _____
Damage or Repair Fee (if any) (per Section 29.) £ 2 2 0
Printing expenses (if chargeable) £ _____
In case - Form R.1. attached to Rpt. 8.
Committee's Minute WED 16 APR 1941

Received by me, H. B. Forster & J. W. Waterhouse
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
W43-0007
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Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required. If so, to be sent to _____

All crank pins & No 2 journal examined
The surfaces of these parts were found satisfactory
The markings previously reported upon do not
appear to have extended

It is recommended all crank pins be
re-examined before end of 3.42

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

Subject as recommended

H. M.

12.4.41



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