

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

19 JUN 1935

Date of writing Report 1st JUNE, 1935. When handed in at Local Office 13th JUNE 1935. Port of Greenock.No. in Survey held at Port Glasgow Date, First Survey 12th APRIL 1935 Last Survey 12th JUNE 1935
Reg. Book. on the S S "HARPAGON" (Number of Vessels "1") Tons { Gross 5719.13.
Net 3344.82.

Built at Port Glasgow By whom built Lithgows Ltd Yard No. 844 When built 1935

Engines made at Glasgow By whom made D. Rowan & Co Ltd Engine No. 942 When made "

Boilers made at " By whom made " Boiler No. " When made "

Registered Horse Power Owners J. C. Harrison Port belonging to London

Nom. Horse Power as per Rule 445 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes.

Trade for which Vessel is intended Foreign.

ENGINES, &c.—Description of Engines

Triple expansion.

Revs. per minute 40

Dia. of Cylinders ✓ Length of Stroke ✓ No. of Cylinders ✓ No. of Cranks ✓
Crank shaft, dia. of journals as per Rule ✓ Crank pin dia. ✓ Crank webs 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 collar as per Rule ✓
as fitted ✓ as fitted ✓Tube Shafts, diameter as per Rule ✓ Screw Shaft, diameter as per Rule ✓ Is the tube screw shaft fitted with a continuous liner? yes
as fitted ✓ as fitted ✓Bronze Liners, 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
as fitted ✓ as fitted ✓ 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 Engine room 2-3" Boiler room 2-2" & 1-3".

In Pump Room ✓ In Holds, &c. N° 1 Hold 2-3" N° 2 Hold 2-3½" N° 3 Hold 4-2½" ✓

Cross bunker 2-2" N° 4 Hold 2-3". ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-9" ✓ Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size 1-4¾" ✓ 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? ✓

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 stakehold plates? ✓ Are the Overboard Discharges above or below the deep water line both ✓

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 4 one Hold suction ✓ How are they protected Under bilge timber boards. ✓

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? Glasgow Rpt N° 55721.

IS A DONKEY BOILER FITTED? No 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 yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes ✓

State the principal additional spare gear supplied One propeller shaft & 2 (1) propeller blades

The foregoing is a correct description,

Manufacturer.



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W43-0123

Dates of Survey while building (1935) APRIL 12-19-23 MAY 10-15-21-23-29-30 JUNE 11-12
During erection on board vessel - -
Total No. of visits 11

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft R/F No. 55721 Intermediate shafts
Tube shaft See Glasgow Shaft Propeller
Stern tube Engine and boiler seatings 22-4-35 Engines holding down bolts
Completion of fitting sea connections 22-4-35
Completion of pumping arrangements 29. 5-35 Boilers fixed 4-6-35 Engines tried under steam 12. 6-35
Main boiler safety valves adjusted 29. 5-35 Thickness of adjusting washers PV 13/32 SV 3/8 5/16 PV 13/32 SV 3/8 5/16
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. These Leaguier Boilers have been securely fitted on board, tried under steam, found satisfactory (see Lbs. Rep. No. 55721 attached) The machinery is eligible in our opinion for the record of L.M.C. 6.35. Notation of Fitted for oil fuel 6.35. F.P. above 150°F.

The amount of Entry Fee ... £ : : When applied for, 13th JUNE 1935.
Donkey Boiler Fee 1/4 £ 19. 5 : : When received, See Lbs. 55721
Travelling Expenses (if any) : : 19.

Committee's Minute GLASGOW 18 JUN 1935

Assigned + L.M.C. 6.35

Fitted for oil fuel 6.35 F.P. above 150°F.

W. Gordon Maclellan & J. Avey
Engineer Surveyors to Lloyd's Register of Shipping.



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