

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

28 MAR 1934

Date of writing Report **3.3.34** When handed in at Local Office **5.3.34** Port of **Glasgow**
No. in Survey held at **Pt. Glasgow** Date, First Survey **14th January 1933** Last Survey **2nd March 1934**
Reg. Book. **S/S "Harrow"** (Number of Visits **3**)
on the **S/S "Harrow"** Tons { Gross **5082.13**
Net **3036.50**
Built at **Glasgow** By whom built **Lithgow & Co.** Yard No. **865** When built **1934**
Engines made at **Glasgow** By whom made **Rouan & Co.** Engine No. When made **1934**
Boilers made at **Glasgow** By whom made **Atto** Boiler No. When made **1934**
Registered Horse Power Owners **National Steamship Co. Ltd.** Port belonging to **Glasgow**
Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
Made for which Vessel is intended **Torquay**

GINES, &c.—Description of Engines

No. of Cylinders	Length of Stroke	No. of Cylinders	No. of Cranks
as per Rule	as per Rule	as per Rule	as per Rule
as fitted	as fitted	as fitted	as fitted
Intermediate Shafts, diameter	as per Rule	Thrust shaft, diameter at collars	as per Rule
as fitted	as fitted	as fitted	as fitted
Tube Shafts, diameter	as per Rule	Screw Shaft, diameter	as per Rule
as fitted	as fitted	as fitted	as fitted
Is the tube shaft fitted with a continuous liner			
Is the after end of the liner made watertight in the			
propeller boss			
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner			
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			
two liners are fitted, is the shaft lapped or protected between the liners			
If so, state type			
Length of Bearing in Stern Bush next to and supporting propeller			
Propeller, dia.	Pitch	No. of Blades	Material
Whether Moreable			
Total Developed Surface			
sq. feet			
ed Pumps worked from the Main Engines, No.	Diameter	Stroke	Can one be overhauled while the other is at work
Large Pumps worked from the Main Engines, No.	Diameter	Stroke	Can one be overhauled while the other is at work
eed { No. and size			
umps { How driven			
Lubricating Oil Pumps, including Spare Pump, No. and size			
Are two independent means arranged for circulating water through the Oil Cooler			
Large Pumps;—In Engine and Boiler Room			
Pump Room			
In Holds, &c.			
3 1/2" 903 bladd. 4. 2 1/2" 600 bladd. 2. 2"			
901 hold, 904 hold each. 2. 3" 902 hold			
ain Water Circulating Pump Direct Bilge Suctions, No. and size			
Independent Power Pump Direct Suctions to the Engine Room Bilges,			
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			
Are they fitted with Valves or Cocks			
Are they sized sufficiently high on the ship's side to be seen without lifting the stokehold plates			
Are the Overboard Discharges above or below the deep water line			
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel			
Are the Blow Off Cocks fitted with a spigot and brass covering plate			
How are they protected			
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
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?
the donkey boiler intended to be used for domestic purposes only
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
Superheaters

SPARE GEAR.

Is the spare gear required by the Rules been supplied
Is the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.



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Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - - (1934) Jan. 4. 4th. Mar. 2.
Total No. of visits - - - 3.

Dates of Examination of principal parts—Cylinders
Pistons
Crank shaft
Tube shaft
Stern tube
Piston Rods
Thrust shaft
Screw shaft
Engine and boiler seatings 5. 2. 34
Slides
Connecting rods
Intermediate shafts
Propeller
Engines holding down bolts

Completion of fitting sea connections
Completion of pumping arrangements in hold 2. 3 34 Boilers fixed
Engines tried under steam

Main boiler safety valves adjusted
Crank shaft material
Intermediate shafts, material
Screw shaft, material
Identification Mark
Identification Marks
Identification Mark
Thrust shaft material
Tube shaft, material
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 Yes If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)
The sea connections for the pumps have been satisfactory fitted on board.
The Bilge Pumping arrangements in the hold have been fitted in accordance with the Rules & approved plans tested & found satisfactory.

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

W. Gordon Muellet J. A. Owen
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 27 MAR 1934

Assigned to L.M.C. 334 F.D. 4.
on Gen. Rpt. 54332



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