

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

5 JUL 1932

Date of writing Report 25th JUNE 1932. When handed in at Local Office 28th JUNE 1932. Port of Greenock.No. in Survey held at Port Glasgow.
Reg. Book.Date, First Survey 10th May 1932 Last Survey 23rd May 1932.
(Number of Voids 2)on the SS "HARMANTH".Tons { Gross 5414.77
Net 3243.14
When built 1932Built at Port Glasgow. By whom built Lithgows & CoYard No. 854Engines made at GlasgowBy whom made B. Rowan & Co. Ltd

Engine No.

When made

Boilers made at

By whom made

Boiler No.

When made

Registered Horse Power

Owners J & C. HarrisonPort belonging to London

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes NoIs 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

Crank pin dia.

Crank webs

Mid. length breadth

shrunk

Thickness parallel to axis

Intermediate Shafts, diameter

as per Rule

Thrust shaft, diameter at collars

as per Rule

Tube Shafts, diameter

as fitted

Screw Shaft, diameter

as fitted

Is the

shaft fitted with a continuous liner

Yes

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

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 lightly 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 V. bush. 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

YesAre 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

YesAre 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

YesAre 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.



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Lloyd's Register

Foundation

W523-0194

For S.S.O.F. please see S.S. "Harmatus" F.E. Rpt Guk 19411

The Surveyors are requested not to write on or below the space for Committee's Minute.

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits -

(1932) May 10. 23.
2.

Dates of Examination of principal parts—Cylinders Slides Corers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings 10-5-32. Engines holding down bolts
Completion of fitting sea connections 23-5-32.
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 stern tube, tail shaft, propeller & sea connections have been satisfactorily fitted on board. The vessel has now left for Glasgow, for installation of machinery by Messrs D. Rowan & Co. Ltd. Glasgow Surveyors notified.

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

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

Committee's Minute GLASGOW 6-JUL 1932

Assigned See Gls. Rpt. No. 52676.