

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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Date of writing Report 24th JAN 1948 When handed in at Local Office 28th JAN 1948 Port of GREENOCK
 No. in Survey held at PORT GLASGOW Date, First Survey 23rd July 1946 Last Survey 23-1-48 19
 Reg. Book Twin Sc "ARGUS" (Number of Visits 61)
 on the Twin Sc "ARGUS" Tons { Gross 1917.97
 Net 870.70
 Built at PORT GLASGOW By whom built FERGUSON BROS (P'Gls) L^d Yard No. 381 When built 1948
 Engines made at PORT GLASGOW By whom made do. Engine No. 381 When made 1948
 Boilers made at GREENOCK By whom made JOHN G. KINCAID & CO L^d Boiler No. 316 When made 1948
 Registered Horse Power 326 MN Owners CORPORATION OF TRINITY HOUSE Port belonging to LONDON
 Nom. Horse Power as per Rule 326 MN Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES
 Trade for which vessel is intended LIGHTHOUSE TENDER

ENGINES, &c.—Description of Engines INVERTED TRIPLE EXPANSION Revs. per minute 140
 Dia. of Cylinders 14"-25"-40" Length of Stroke 25" No. of Cylinders 6 No. of Cranks 6
 Crank shaft, dia. of journals 8" as per Rule 7.76 Crank pin dia. 8" Mid. length breadth 15 3/8" Thickness parallel to axis 5"
 as fitted 8" Crank webs 5" shrunk Thickness around eye-hole 3 9/16"
 Intermediate Shafts, diameter 7.39 as per Rule 7.76 Thrust shaft, diameter at collars 8" as fitted 8"
 as fitted 7 1/2" Tube Shafts, diameter 8.56 as per Rule 8.75 Is the { tube screw } shaft fitted with a continuous liner { No }
 as fitted 8.75 as fitted 8.75 as fitted 8.75
 Bronze Liners, thickness in way of bushes 8" @ fore end as per Rule 8" Is the after end of the liner made watertight in the
 as fitted 8" Thickness between bushes 8" as fitted 8"
 propeller boss ✓ 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
 at 4" ✓ If so, state type NEWARK Length of Bearing in Stern Bush next to and supporting propeller 4'-6"
 Propeller, dia. 9'-9" Pitch 11'-3" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 33.6 sq. feet
 Feed Pumps worked from the Main Engines, No. None Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 Bilge Pumps worked from the Main Engines, No. None Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 Feed Pumps { No. and size two 7x9 1/2 x 21 and one 6x4 1/2 x 6 Pumps connected to the { No. and size two 6x7x7
 How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size None Lubricating Oil Pumps, including Spare Pump, No. and size None
 Are two independent means arranged for circulating water through the Oil Cooler None Suctions, connected both to Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room one @ 2 1/2" BP two @ 2 1/2" CD two @ 2 1/2" Tunnel well one @ 2 1/2"
 In Pump Room two @ 2 3/4" In Holds, &c. two @ 2 3/4" For accommodation two @ 2"
 Off accommodation two @ 2"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size two @ 5 1/2" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
 No. and size one @ 3 1/2" 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 Yes
 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 stokehold plates Yes Are 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 Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 What Pipes pass through the bunkers None How are they protected ✓
 What pipes pass through the deep tanks None 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 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 Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from EP entrance

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 5336 5260 on boiler plan
 Which Boilers are fitted with Forced Draft Two Main Which Boilers are fitted with Superheaters None
 No. and Description of Boilers Two return tube Marine Working Pressure 220 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes
 Can the donkey boiler be used for other than domestic purposes No

PLANS. Are approved plans forwarded herewith for Shafting 21-2-46 Main Boilers 12-6-45 Auxiliary Boilers None Donkey Boilers 24 Glasgow
 (If not state date of approval)
 Superheaters Not fitted General Pumping Arrangements EP 9-8-46 28-3-46 Oil fuel Burning Piping Arrangements 2-6-47

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied See separate list

The foregoing is a correct description. FERGUSON BROTHERS (PORT-GLASGOW) LTD.

John Ferguson Manufacturer, DIRECTOR

Dates of Survey while building
During progress of work in shops -- (1946) JULY 23. AUG. 9. SEPT. 24. 24. OCT. 29. NOV. 4. DEC. 5. 14. (1947) JAN. 15. 22. 28. 30. FEB. 3. 5. 11. 13. 20. 25. 24. MAR. 18. 25. 24. APRIL 1. 8. 17. 24. MAY 1. 21. 24. JUNE 3. 4. 5. 10. 17. 24. 29. JULY 24. AUG. 1. 12. SEPT. 1. 22. 25. 26.
During erection on board vessel --- OCT. 3. 21. NOV. 6. 11. 12. 13. 15. 19. 25. 24. DEC. 2. 9. 10. (1948) JAN. 4. 14. 16. 23.
Total No. of visits 61.

Dates of Examination of principal parts—Cylinders P. 27-9-46 S. 2-9-46 Slides P. 27-9-46 S. 2-9-46 Covers P. 27-9-46 S. 2-9-46
Pistons P.S. 27-2-47 Piston Rods P.S. 27-2-47 Connecting rods P.S. 27-2-47
Crank shaft P.S. 27-2-47 Thrust shaft P. 1-5-47 S. 25-2-47 Intermediate shafts P. 1-5-47 S. 25-2-47
Tube shaft ✓ Screw shaft P. 30-1-47 S. 13-2-47 Propeller P. 9-12-47 S. 7-1-48
Stern tube P. 30-1-47 S. 23-1-47 Engine and boiler seatings 28-1-47 Engines holding down bolts 1-9-47
Completion of fitting sea connections 5-6-47
Completion of pumping arrangements 14-1-48 Boilers fixed 24-7-47 Engines tried under steam 14-1-48
Main boiler safety valves adjusted 25-11-47 Thickness of adjusting washers P. 9945 4/12 9-11-45 F 1 3/32 9 1/32 F 1 1/2 9 3/8 P 634 CNH 1-5-47
Crank shaft material SMS Identification Marks S. 9947 4/12 9-11-45 Thrust shaft material SMS Identification Marks 637 CNH 25-2-47
Intermediate shafts, material SMS Identification Marks 24 under P. 634 CNH 30-1-47 Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material SMS Identification Marks 635 CNH 13-2-47 Steam Pipes, material SD Copper Test pressure 440 lb Date of Test 28-9-47
Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150° F. yes ✓
Have the requirements of the Rules for the use of oil as fuel been complied with yes ✓
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No ✓ 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 No. ✓
Is this machinery duplicate of a previous case No. ✓ If so, state name of vessel ✓
General Remarks (State quality of workmanship, opinions as to class, &c.)

Intermediate shafts Port N° 633/9, 643, 645. CNH 1-5-47. Starb. N° 640/4, 642, 644 CNH 25-2-47.

This machinery has been constructed under Special Survey in accordance with the Rules and approved plans. The materials & workmanship are sound & good.

The engines & boilers have been efficiently installed in the vessel and tested under full working condition on a sea trial with satisfactory results. This machinery is eligible in my opinion to be classed in the Society's Register Book with record + LMC 1-48 with notation Screw shafts OG. 2 SB. 220 lbs / "FD fitted for oil fuel FP above 150°F.

The amount of Entry Fee ... £ 56 3
Special ... £ : :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 19
When received, 19

Charles J. Hunter
Engineer Surveyor to Lloyd's Register of Shipping.

Date GLASGOW 23 FEB 1948

(The Committee's Minute)

1-1-48
Fitted for oil fuel 1-48 2.P. above 150°F

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Lloyd's Register
Foundation