

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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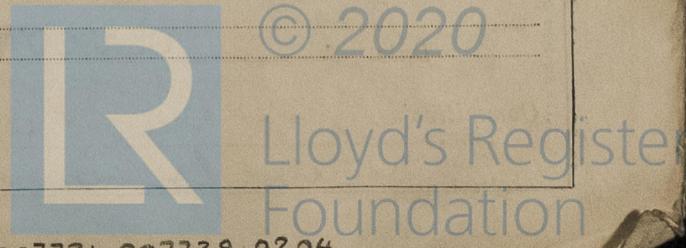
Date of writing Report 24th JANY 1948 When handed in at Local Office 28th JANY 1948 Port of GREENOCK
 No. in Survey held at PORT GLASGOW Date, First Survey 23rd Jany 1946 Last Survey 23-1-48 19
 Reg. Book _____ (Number of Visits 61)
 on the Twin Sc "ARGUS" Tons { Gross 1917.97
 Net 870.70
 Built at PORT GLASGOW By whom built FERGUSON BROS (P^{ts}) L^{td} 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 Boiler No. 316 When made 1948
 Registered Horse Power _____ 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 1/2 - 25 - 40 Length of Stroke 25 No. of Cylinders 6 No. of Cranks 6
 Crank shaft, dia. of journals 7.76 as per Rule 7.76 Crank pin dia. 8 Crank webs 15 3/8 Mid. length breadth 5 Thickness parallel to axis 5
 as fitted 8 Crank pin dia. 8 Crank webs 15 3/8 Mid. length thickness 5 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 as fitted _____
 Tube Shafts, diameter _____ as per Rule _____ Screw Shaft, diameter 8.56 as per Rule 8.75 Is the lube screw shaft fitted with a continuous liner No
 as fitted _____ as fitted _____
 Bronze Liners, thickness in way of bushes _____ as per Rule _____ Thickness between bushes _____ 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 _____
 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 Yes 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 Main Bilge Line { No. and size two 6x7x7
 How driven Steam 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 _____ In Holds, &c. two @ 2 3/4" for accomodation two @ 2" Off accomodation 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 ER 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 EPG-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.
Peter 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 25-1-47 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 4/16 9-11-45 F 1 3/32 9 1/32 F 1 1/2 P 3/8 P 634 CNM 1-5-47
 Crank shaft material SMS Identification Marks P. 9947 4/16 9-11-45 Thrust shaft material SMS Identification Marks 637 CNM 25-2-47
 Intermediate shafts, material SMS Identification Marks P. 634 CNM 30-1-47 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material SMS Identification Marks P. 635 CNM 13-2-47 Steam Pipes, material SD Copper Test pressure 420 lb Date of Test 25-9-47
 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. CNM 1-5-47. Starb N° 640/4, 642, 644 CNM 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.

Certificate to be sent to Greenock

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

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

Date GLASGOW 23 FEB 1948

Committee's Minute
 -:- Rec 1.48
 Fitted for oil fuel 1.48 2.P. above 150°F

