

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 16 MAY 1934

Date of writing Report 4<sup>th</sup> MAY 1934 When handed in at Local Office 10<sup>th</sup> MAY 1934 Port of Greenock

No. in Survey held at Port Glasgow. Date, First Survey 14<sup>th</sup> NOVEMBER 1933 Last Survey 1<sup>st</sup> April 1934  
Reg. Book. on the "SS ARGO" (Number of Visits 3)

at Port Glasgow. By whom built Lithgows & Co. Yard No. 866  
When built 1924  
When made  
When made  
When made  
Gross 4118.45  
Net 2448.92  
Owners ARGOV SHIPPING CO. LTD.  
MANAGERS: ISHERWOOD ARCFORM SHIPS LTD.  
Port belonging to LONDON.  
Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

DESCRIPTION OF ENGINES Triple expansion  
Cylinders Length of Stroke No. of Cylinders No. of Cranks  
Revs. per minute  
Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis  
Mid. length thickness shrunk Thickness around eye-hole  
Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted  
Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the lube screw shaft fitted with a continuous liner Yes  
Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the  
boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of 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  
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  
If so, state type Length of Bearing in Stern Bush next to and supporting propeller  
Pitch No. of Bushes Material whether Movable Total Developed Surface sq. feet  
Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work  
Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work  
Pumps connected to the Main Bilge Line No. and size How driven  
Lubricating Oil Pumps, including Spare Pump, No. and size  
Independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary  
Pumps; - In Engine and Boiler Room  
Room In Holds, &c. N<sup>o</sup> 1 hold 2-2 3/4" N<sup>o</sup> 2 Hold 2-3 1/4"  
N<sup>o</sup> 3 hold 2-2 3/4" N<sup>o</sup> 4 hold 2-2 3/4"

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-bones Yes  
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  
Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both  
Are the Overboard Discharges above or below the deep water line Both  
Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes  
How are they protected  
Have they been tested as per Rule  
Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times  
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  
to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from main deck.

BOILERS, &c. - (Letter for record ) Total Heating Surface of Boilers  
Draft fitted No. and Description of Boilers Working Pressure  
REPORT ON MAIN BOILERS NOW FORWARDED?  
DONKEY BOILER FITTED? If so, is a report now forwarded?  
Key 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

### SPARE GEAR.

Spare gear required by the Rules been supplied  
Principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.



Dates of Survey while building  
 During progress of work in shops - -  
 (1933) Nov. 14 (1934) Mar. 8, Apr. 18  
 During erection on board vessel - - -  
 Total No. of visits 3

Dates of Examination of principal parts—Cylinders Slides Covers  
 Pistons Piston Rods Connecting rods  
 Crank shaft Thrust shaft Intermediate shafts  
 Tube shaft Screw shaft Propeller  
 Stern tube Engine and boiler seatings 18-4-34 Engines holding down bolts  
 Completion of fitting sea connections 18-4-34  
 Completion of pumping arrangements holds 18-4-34 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 propeller, stern tube, tailshaft, and sea connections have been satisfactorily fitted on board. The bilge pumping arrangements in the holds have been fitted in accordance with the Rules & approved plans. tried & found satisfactory

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 15 MAY 1934

Assigned See Ser. Rph. No. 54570



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