

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 When handed in at Local Office 19 Port of **AMSTERDAM**

No. in Survey held at **AMSTERDAM** Date, First Survey **12th Nov.** Last Survey **22nd Nov.** 19 **28.**
 Reg. Book. (Number of Visits **7**) Tons { Gross **964**
 Net **486**

64432 on the Steel Sc. "ARGUS" n.n. "JOSE MANOEL"

Built at **Hamburg** By whom built **Schiffsw. (v.J. & Sch) A.G.** Yard No. - When built **1921**

Engines made at **Hamburg** By whom made **Gall & Seitz** Engine No. - when made **1921**

Boilers made at **Hamburg** By whom made **Gall & Seitz** Boiler No. - when made **1921**

Registered Horse Power Owners **Sociade Geral Comercio Industria e Transportes Lda.** Port belonging to **Lisbon**

Nom. Horse Power as per Rule **148** Is Refrigerating Machinery fitted for cargo purposes ☒ Is Electric Light fitted ☒

Trade for which Vessel is intended -

ENGINES, &c. — Description of Engines *Triple expansion engine* Revs. per minute **80**

Dia. of Cylinders **16 15/16** x **26 15/16** x **43 5/16** Length of Stroke **33 7/8** No. of Cylinders **three** No. of Cranks **three**

Crank shaft, dia. of journals as per Rule **9 1/2** Crank pin dia. **9 1/4** Crank webs Mid. length breadth **18 1/2** Thickness parallel to axis **5 1/16**
 as fitted **9 1/2** Mid. length thickness **5 1/16** shrunk Thickness around eye-hole **4 7/16**

Intermediate Shafts, diameter as per Rule **8 5/8** Thrust shaft, diameter at collars as per Rule **8**
 as fitted **8 5/8** as fitted **8**

Tube Shafts, diameter as per Rule **6** Screw Shaft, diameter as per Rule **8 1/4** Is the { tube } shaft fitted with a continuous liner { ☒ }
 as fitted **6** as fitted **8 1/4** as fitted **8**

Bronze Liners, thickness in way of bushes as per Rule **15 1/16** Thickness between bushes as per Rule **14 1/16** 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 **One length**
 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 shaft ☒

Length of Bearing in Stern Bush next to and supporting propeller **4 1/2**

Propeller, dia. **12 1/16** Pitch **15 3/8** No. of Blades **four** Material **Cast iron** whether Moveable **Fixed** Total Developed Surface **35 1/4** sq. feet

Feed Pumps worked from the Main Engines, No. **2** Diameter **2 9/16** Stroke **14 3/4** Can one be overhauled while the other is at work ☒

Bilge Pumps worked from the Main Engines, No. **2** Diameter **2 7/16** Stroke **14 3/4** Can one be overhauled while the other is at work ☒

Feed Pumps { No. and size **6 x 4 x 4 1/2**, Injectors } Pumps connected to the { No. and size **both main bilge pumps, one driven by steam** }
 How driven **By steam** Main Bilge Line How driven **By steam**

Ballast Pumps, No. and size **6 x 1 1/2 x 9** Lubricating Oil Pumps, including Spare Pump, No. and size **2**

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 **Boiler room 2 1/2", Engine room 2 1/2"**
 In Holds, &c. **Fore hold 2 1/2", 2 1/2", 2 1/2", after hold 2 1/2", 2 1/2", 2 1/2", fore peak 2 1/2", after peak 2 1/2"**

Main Water Circulating Pump Direct Bilge Suctions, No. and size **One 3 1/4"** Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **One 2 1/2"**

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 **Both**

Are they fixed 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 **above**

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 ☒

What Pipes are carried through the bunkers **none** 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 **upper platform**

MAIN BOILERS, &c. — (Letter for record **S**) Total Heating Surface of Boilers **14900** **2698** Sq. feet.

Is Forced Draft fitted ☒ No. and Description of Boilers **1 Horizontal Main boiler 2 SB.** Working Pressure **185 lb.**

IS A REPORT ON MAIN BOILERS NOW FORWARDED? ☒

IS A DONKEY BOILER FITTED? ☒ If so, is a report now forwarded? ☒

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. State the articles supplied:—

2 top end, 2 bottom end bolts, nuts.
2 main bearing bolts.
1 set of connecting bolts.
1 set of feed and bilge pump valves.
1 set of piston valve springs.
3 quantity of Assorted bolts, nuts.
100 of various tools.

1 screw shaft with nut.
1 propeller.
air circulation pump rod.
2 1/2 top end bolter.
1 eccentric ring.
1 piston, 1 slide valve rod.
5 rings for each piston.

1 plan, 1 set of tools for boiler.
1 element for superheater.

The foregoing is a correct description,

Manufacturer.



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014604-014618-0403

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft 13/11 Thrust shaft 13/11 Intermediate shafts 13/11

Tube shaft 15/11 Screw shaft 15/11 Propeller 15/11

Stern tube 15/11 Engine and boiler seatings 13/11 Engines holding down bolts 13/11

Completion of pumping arrangements 2 Boilers fixed 2 Engines tried under steam 28/11

Main boiler safety valves adjusted 20/11 Thickness of adjusting washers 1/4", 1/8", 3/16", 1/4", 3/16"

Crank shaft material Steel Identification Mark G. Lloyd Thrust shaft material Steel Identification Mark G. Lloyd

Intermediate shafts, material Steel Identification Marks G. Lloyd Tube shaft, material Steel Identification Mark

Screw shaft, material Steel Identification Mark G. Lloyd Steam Pipes, material Steel 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 carrying and burning oil fuel 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 whole of the machinery has been examined, found in good and efficient condition.

The above for the information of the Committee.

Monday, 11th 11. 28.

Air and sounding pipe fitted as per Rule.

The valves fitted for the purpose of flushing the after hold from oil, e.g. double bottom tanks, have not been removed, but it has been arranged with the owner's Representative that this will be done upon the first convenient opportunity.

The amount of Entry Fee ... £ : : When applied for.

Special ... £ 25 = £ 300 : : 19

Donkey Boiler Fee ... £ : : When received.

Travelling Expenses (if any) £ 8.50 : : 14.12.19

F. N. Penman
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 21 JUN 1929

Committee's Minute

TUE. 22 JAN 1929

Assigned

L. M. C. 11.28 Subject

CERTIFICATE WRITTEN 19.1.29



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