

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 10 35 When handed in at Local Office 22.8.1935 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 23rd Aug 1934 Last Survey 17th Aug 1935  
 Reg. Book. on the new steel S/S ARGENTINE TRANSPORT (Number of Visits 95)

Tons { Gross 4684  
 Net 2825

Built at Glasgow By whom built Blythwood S. B. Co. Ltd Yard No. 35 When built 1935

Engines made at Glasgow By whom made David Rowan & Co. Ltd Engine No. 966 When made 1935

Boilers made at Glasgow By whom made David Rowan & Co. Ltd Boiler No. 966 When made 1935

Registered Horse Power Owners Port belonging to London

Nom. Horse Power as per Rule 362 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended

**ENGINES, &c.**—Description of Engines Triple expansion Revs. per minute 74

Dia. of Cylinders 22½-36-65 Length of Stroke 45" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 12.951" Crank pin dia. 13½" Crank webs Mid. length breadth 20" Thickness parallel to axis 8¼" ✓  
 as fitted 13" Mid. length thickness 8¼" shrunk Thickness around eye-hole 5⅞" ✓

Intermediate Shafts, diameter as per Rule 12.34" Thrust shaft, diameter at collars as per Rule 12.957" ✓  
 as fitted 12.78" as fitted 13" ✓

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 13.9" Is the tube } shaft fitted with a continuous liner }  
 as fitted Is the screw } ✓  
 as fitted } ✓

Bronze Liners, thickness in way of bushes as per Rule .72" Thickness between bushes as per Rule .54" Is the after end of the liner made watertight in the  
 as fitted 3/4" as fitted 1/16" 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 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 yes

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 no If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 4-8" ✓

Propeller, dia. 17'6" Pitch 20'-0" No. of Blades 4 Material bronze whether Movable no Total Developed Surface 158 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. 2 Diameter 4" Stroke 24" Can one be overhauled while the other is at work yes ✓

Feed Pumps { No. and size 1 @ 9½-12½ x 24" } steam } Pumps connected to the { No. and size General pumps 8'-5 x 8' & ballast pump }  
 { How driven 1 @ 7'-9½ x 21" } driven } Main Bilge Line { How driven steam } steam

Ballast Pumps, No. and size 1 @ 9-12 x 12 Lubricating Oil Pumps, including Space 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 2 @ 2½" stokehold 2 @ 2½" 7 rd. copper diam 1 @ 2¼" aft aftedon 1 @ 2½" ✓  
 In Pump Room - In Holds, &c. N°1 hold-2 @ 3" N°2 hold-2 @ 3" N°3 hold-2 @ 2¾" ✓  
 N°4 hold-2 @ 2¾" N°5 hold-2 @ 2¾" Tunnel well-1 @ 2¼" ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 5" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 1 @ 5" ✓ Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bones 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 both ✓

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 forward hold suction How are they protected under timber boards ✓

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 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 main deck ✓

**MAIN BOILERS, &c.**—(Letter for record (s) ✓) Total Heating Surface of Boilers 4642 sq ft ✓

Is Forced Draft fitted yes ✓ No. and Description of Boilers 2 SB Working Pressure 220 lbs ✓

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes ✓

IS A DONKEY BOILER FITTED? no ✓ 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 no ✓ Main Boilers yes ✓ Auxiliary Boilers ✓ Donkey Boilers -

(If not state date of approval)

Superheaters no ✓ General Pumping Arrangements no ✓ Oil fuel Burning Piping Arrangements -

### SPARE GEAR.

Has the spare gear required by the Rules been supplied yes ✓

State the principal additional spare gear supplied one screw shaft and one cast iron propeller.

The foregoing is a correct description,  
 for David Rowan & Co. Ltd  
 Archd. W. Frierson

Manufacturer.



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 Lloyd's Register  
 Foundation

UK 66-0077

1934 Aug 23 Sep: 4. 10. 27. 28 Oct: 2. 9. 10. 12. 16. 22. 29 Nov: 1. 2. 5. 6. 7. 12. 13. 16. 21. 23. 27. 28. 29 Dec: 4. 6. 10. 11. 17. 20. 21. 24. 26. 27. 28 (1935) Jan: 7. 9. 10. 18. 22. 23. 28. 31 Feb: 11. 13. 13. 14. 15. 18. 22. 26 Mar: 1. 14. 20. 28. 29 Apr: 4. 8. 9. 11. 16. 17. 18. 19. 24. 25. 26 May: 1. 2. 7. 20. 22. 24. 27. 28. 29. 30 June: 6. 10. 18  
 During progress of work in shops - -  
 Dates of Survey while building  
 During erection on board vessel - - -  
 Total No. of visits 95

Dates of Examination of principal parts - Cylinders 11-12-34 Slides 7-1-35 Covers 17-12-34  
 Pistons 23-11-34 Piston Rods 11-2-35 Connecting rods 29-11-34  
 Crank shaft 18-1-35 Thrust shaft 10-6-35 Intermediate shafts 11-2-35  
 Tube shaft - Screw shaft W31-5-35 S11-6-35 Propeller 31-5-35  
 Stern tube 27-5-35 Engine and boiler seatings 18-6-35 Engines holding down bolts 1-7-35

Completion of fitting sea connections 18-6-35  
 Completion of pumping arrangements 29-7-35 Boilers fixed 29-7-35 Engines tried under steam 6-8-35  
 Main boiler safety valves adjusted 6-8-35 Thickness of adjusting washers 1/8" both ends. Standard P 36. S 1/2"

Crank shaft material J. Steel Identification Mark \* LLOYD'S NO 5132 L.C.D. 18-1-35 Thrust shaft material J. Steel Identification Mark \* LLOYD'S NO 5132 L.C.D. 10-6-35  
 Intermediate shafts, material J. Steel Identification Marks \* LLOYD'S NO 5132 L.C.D. 11-2-35 Tube shaft, material - Identification Mark -  
 Screw shaft, material J. Steel Identification Mark \* LLOYD'S NO 5132 L.C.D. 31-5-35 Steam Pipes, material Steel Test pressure 660 Date of Test 24-7-35

Is an installation fitted for burning oil fuel no 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 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 -  
 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, etc.)  
 \* In addition to these marks, each shaft is stamped with its original forge number as per forging reports - herewith.  
 The materials and workmanship are good.  
 The machinery has been constructed under special survey, satisfactorily fitted in the vessel, tried under steam and found good.  
 It is eligible in my opinion for classification and therefore + LMC 8.35

14-8-35

GLASGOW

The amount of Entry Fee ... £ 5 : : When applied for,  
 Special ... £ 79 : 6 : 21. 8. 35  
 Donkey Boiler Fee ... £ : : When received,  
 Travelling Expenses (if any) £ : : 23. 8. 35

S. Davis  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 27 AUG 1935

Assigned + L.M.C. 8.35

