

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 28 JUN 1930

Date of writing Report *27 June 1930* When handed in at Local Office *27 June 1930* Port of *London*
 No. in Survey held at *Selly* Date, First Survey *19 May* Last Survey *25 June 1930*
 Reg. Book. on the *Steam Tug "SALVADOR"* (Number of Visits *1*) Gross Tons *255.42*
 Built at *Selly* By whom built *Cochrane Sons Ltd* Yard No. *1049* When built *1930*
 Engines made at *Newbury* By whom made *Bluntly & Sons* Engine No. *2640* when made *1930*
 Boilers made at *Stockton* By whom made *Riley Bros* Boiler No. *5984* when made *1930*
 Registered Horse Power *149.83* Owners *Argentine Navigation (Incorporated in U.S.A.)* Port belonging to *Buenos Ayres*
 Is Refrigerating Machinery fitted for cargo purposes *No* Is Electric Light fitted *Yes*
 Trade for which Vessel is intended *For towing services*

ENGINES, &c.—Description of Engines *Triple Expansion* Revs. per minute
 No. of Cylinders *9: 15: 24* Length of Stroke *18* No. of Crankshafts *3* No. of Cranes
 Crank shaft, dia. of journals as per Rule *22.0.0* Crank pin dia. *22.0.0* Crank webs Mid. length breadth *22.0.0* Thickness parallel to axis
 as fitted *22.0.0* Mid. length thickness *22.0.0* shrunk Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule *22.0.0* Thrust shaft, diameter at collars as per Rule
 as fitted *22.0.0* as fitted *22.0.0*
 Main Shafts, diameter as per Rule *22.0.0* Screw Shaft, diameter as per Rule *22.0.0*
 as fitted *22.0.0* as fitted *22.0.0* Is the *tube* shaft fitted with a continuous liner {
 as fitted *22.0.0* as fitted *22.0.0* Is the after end of the liner made watertight in the
 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
 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
 two liners are fitted, is the shaft lapped or protected between the liners *Yes* Is an approved Oil Gland or other appliance fitted at the after end of the tube
 If so, state type *London* Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia. *36* Pitch *18* No. of Blades *3* Material *Cast Iron* whether Moveable *No* Total Developed Surface *100* sq. feet
 Main Pumps worked from the Main Engines, No. *2* Diameter *24* Stroke *18* Can one be overhauled while the other is at work
 Auxiliary Pumps worked from the Main Engines, No. *2* Diameter *24* Stroke *18* Can one be overhauled while the other is at work
 Bilge Pumps { No. and size *2 @ 24"* How driven *Electric* Pumps connected to the Main Bilge Line { No. and size *2 @ 24"* How driven *Electric*
 Lubricating Oil Pumps, including Spare Pump, No. and size *2 @ 24"*
 Oil Cooler *Two 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 *One aft + two forward - all 2"*
 Holds, &c. *Fore Peak 1 @ 3" / Crew Space 1 @ 2" / Shaft Space 1 @ 2" / A. Peak 1 @ 3"*

WATER SUPPLY AND BILGE SUCTIONS.—No. and size *one 3 1/2"* Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size *one @ 2 1/2"* Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes *Yes*
 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*
 all Sea Connections fitted direct on the skin of the ship *Yes* Are they fitted with Valves or Cocks *Both*
 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*
 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*
 at Pipes pass through the bunkers *None* How are they protected *None*
 at pipes pass through the deep tanks *None* Have they been tested as per Rule *Yes*
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *Yes*
 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 *No* worked from *None*

MAIN BOILERS, &c.—(Letter for record *None*) Total Heating Surface of Boilers
 Forced Draft fitted *None* No. and Description of Boilers Working Pressure
A REPORT ON MAIN BOILERS NOW FORWARDED?
A DONKEY BOILER FITTED? If so, is a report now forwarded?
ANS. Are approved plans forwarded herewith for Shafting *Yes* Main Boilers *Yes* Auxiliary Boilers *Yes* Donkey Boilers *Yes*
 (If not state date of approval)
 Reheaters *None* General Pumping Arrangements *Yes* Oil fuel Burning Piping Arrangements *Yes*
ARE GEAR. State the articles supplied:—
as per London Report No 95149.

The foregoing is a correct description,

Manufacturer.



002938-002446-0217

During progress of work in shops -- }
 Dates of Survey while building }
 1930.
 May 19. 28. 29. June 4. 6. 6. 23. 25.
 Total No. of visits 9.

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 6.6.30 Engines holding down bolts 6.6.30
 Completion of fitting sea connections 28.5.30
 Completion of pumping arrangements 25.6.30 Boilers fixed 6.6.30 Engines tried under steam 23.6.30
 Main boiler safety valves adjusted 23.6.30 Thickness of adjusting washers P 5/16 S 5/16
 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 19 Copper Test pressure 380 lbs Date of Test June 2.6.1930
 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
 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.)
 Please see London Report No 95149. } Sent herewith
 " " " " " 14041 }

The engines & boiler of this vessel have been satisfactorily fitted on board, tried under working conditions & found in good order. The machinery is eligible in my opinion to have record of + L.M.C. 6.30 O.G.

It is submitted that this vessel is eligible for THE RECORD, + L.M.C. 6.30 O.G.

30/6/30. CERTIFICATE WRITTEN
 J. H. Mackintosh
 Engineer Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ : :
 1/5th Special ... £ : :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, applied for on Lon Report No 95149.
 When received, 19...

Committee's Minute TUE. 1 JUL 1930
 Assigned + L.M.C. 6.30 O.G.

