

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 *Loan Steam Tug "SALVADOR"* (Number of Visits *1*) Gross *255.42*
 Tons Net *✓*
 Built at *Selly* By whom built *Cochrane & Sons Ltd* Yard No. *1049* When built *1930*
 Engines made at *Newbury* By whom made *Blunt & 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 Co (Limited) (Incorporated in U.S.A.)* Port belonging to *Buenos Ayres*
 Is Refrigerating Machinery fitted for cargo purposes *✓* Is Electric Light fitted *✓*
 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 Crankshafts *3*
 Crank shaft, dia. of journals *as per Rule* Crank pin dia. *as per Rule* Crank webs *as per Rule* Mid. length breadth *as per Rule* Thickness parallel to axis *as per Rule*
 Intermediate Shafts, diameter *as per Rule* Thrust shaft, diameter at collars *as per Rule* Thickness around eye-hole *as per Rule*
 Main Shafts, diameter *as per Rule* Screw Shaft, diameter *as per Rule* Is the *tube* shaft fitted with a continuous liner *✓*
 Liners, thickness in way of bushes *as per Rule* Thickness between bushes *as per Rule* 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
 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 *✓* 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. *See* Pitch *See* No. of Blades *3* Material *Cast Iron* whether Moveable *✓* Total Developed Surface *sq. feet*
 Main Pumps worked from the Main Engines, No. *2* Diameter *18"* Stroke *18"* Can one be overhauled while the other is at work *✓*
 Auxiliary Pumps worked from the Main Engines, No. *2* Diameter *18"* Stroke *18"* Can one be overhauled while the other is at work *✓*
 Pumps connected to the Main Bilge Line *2* No. and size *2"* How driven *Hand*
 Lubricating Oil Pumps, including Spare Pump, No. and size *2* No. and size *2"* How driven *Hand*
 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"*
 in Water Circulating Pump Direct 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 *✓*
 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 *✓*
 all Sea Connections fitted direct on the skin of the ship *✓* 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 *✓* Are the Overboard Discharges above or below the deep water line *Cons.*
 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 *✓*
 at Pipes pass through the bunkers *none* How are they protected *✓*
 at pipes pass through the deep tanks *✓* Have they been tested as per Rule *✓*
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *✓*
 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 *✓*

IN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers

Forced Draft fitted *✓* No. and Description of Boilers *2* Working Pressure *150 lbs*

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 *✓* Main Boilers *✓* Auxiliary Boilers *✓* Donkey Boilers *✓*
 (If not state date of approval)
 Reheaters *✓* General Pumping Arrangements *✓* Oil fuel Burning Piping Arrangements *✓*

ARE GEAR. State the articles supplied:—

as per London Report No 95149.

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

002938-002446-0247

During progress of work in shops - -

Dates of Survey while building

During erection on board vessel - -

Total No. of visits

1930.

May 19. 28. 29. June 1. 4. 6. 23. 25.

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 5 1/2 5 1/2

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 2.6.11 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 20 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

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 ... £ : : When applied for, applied for on London Report No 95149.

1/5 Special ... £ : : When received, 19.

Donkey Boiler Fee ... £ : :

Travelling Expenses (if any) £ : :

John Shackirdy Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 1 JUL 1930

Assigned + L.M.C. 6.30 O.G.