

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 0261 MAY 1930

Date of writing Report *May 26th 1930* When handed in at Local Office *28 MAY 1930* Port of *London*

No. in Survey held at *Newbury* Date, First Survey *March 20th 1930* Last Survey *19th May 1930*

Reg. Book. on the *Steel Twin Sc. Sloop "SALVADOR"* (Number of Visits *five*)

Built at *Selby* By whom built *Messrs. Lochrane & Sons* Yard No. *1079* When built *1930*

Engines made at *Newbury* By whom made *Messrs. Plenty & Sons* Engine No. *2640* when made

Boilers made at *Hockton-on-Tees* By whom made *Messrs. Piley Bros.* Boiler No. *5984* when made

Registered Horse Power *149.83* Owners *Argentine Steam Nav. Co* Port belonging to

Nom. Horse Power as per Rule *149.83* Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted *Yes*

Trade for which Vessel is intended *River Plate.*

ENGINES, &c. — Description of Engines *2 sets of Triple Expansion Surface Condensing* Revs. per minute *185/190*

Dia. of Cylinders *9 x 15 x 24* Length of Stroke *18"* No. of Cylinders *6* No. of Cranks *6*

Crank shaft, dia. of journals *4.87"* as per Rule *4.87"* as fitted *4.9375"* Crank pin dia. *4.9375"* Crank webs Mid. length breadth *9.576"* Thickness parallel to axis *3 1/8"* Mid. length thickness *3 1/8"* shrunk Thickness around eye-hole *2 1/8"*

Intermediate Shafts, diameter as per Rule *4.64"* as fitted *4.6875"* Thrust shaft, diameter at collars as per Rule *4.87"* as fitted *4.9375"*

Tube Shafts, diameter as per Rule *5.3"* as fitted *5.3125"* Is the *tube* shaft fitted with a continuous liner *No*

Screw Shaft, diameter as per Rule *4.54"* as fitted *4.69"* Thickness between bushes as per Rule *4.54"* as fitted *4.69"* Is the after end of the liner made watertight in the propeller boss *See Drf.* 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

If two liners are fitted, is the shaft lapped or protected between the liners *No* Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft

Propeller, dia. *68"* Pitch *8'-6"* No. of Blades *4* Material *C. Steel* whether Moveable *Solid* Total Developed Surface *16 1/2* sq. feet

Feed Pumps worked from the Main Engines, No. *One* Diameter *2"* Stroke *9"* Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. *One* Diameter *2"* Stroke *9"* Can one be overhauled while the other is at work

Feed Pumps { No. and size *One - 4 1/2 x 3 x 6 Duplex* Pumps connected to the Main Bilge Line { No. and size *1 - 6 x 4 1/4 x 6 ; 1 - 8 x 5 x 8"* How driven *Steam* How driven *Steam*

Ballast Pumps, No. and size *1 - 6 x 4 1/4 x 6"* Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps; — In Engine and Boiler Room *Eng. Room 2 @ 2 1/4"* Boiler Room *2 @ 2 1/4"*

In Holds, &c. *Fore 1 @ 2" Aft. in Tunnel 1 @ 2"*

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

All Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

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

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

Pipes pass through the bunkers How are they protected

Do 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

MAJOR BOILERS, &c. — (Letter for record) Total Heating Surface of Boilers *1650* sq. ft.

Is the vessel fitted with a No. and Description of Boilers *One Multitubular* Working Pressure *190 lbs/sq. in.*

REPORT ON MAIN BOILERS NOW FORWARDED?

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

Are approved plans forwarded herewith for Shafting *18-2-30* Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval) *Retained for duplicate*

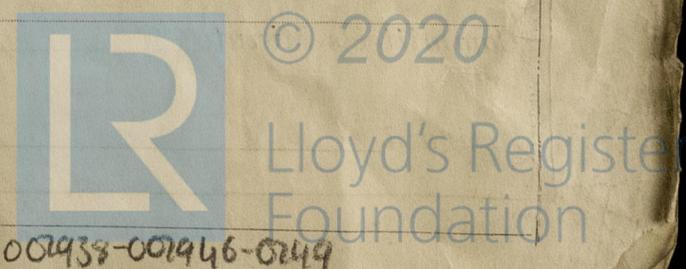
General Pumping Arrangements Oil fuel Burning Piping Arrangements

STATE GEAR. State the articles supplied: *2 Top End Bolts + Nuts - 2 Bot. End Bolts + Nuts - Grain Bearing Bolts + Nuts - 1 Set Coupling Bolts - 6 Junk ring Studs - Set of Air Feed + bilge pump valves - 4 Condenser Tubes - Piston rings for I.P. + L.P. Engines - 1 Top and 1 Bottom End Brass - Grain Bearing Brass + Assorted Bolts + nuts + Iron of various sizes. Main + 1 Dry. feed check valve lid - 2 Safety valve springs - Boiler Tubes.*

The foregoing is a correct description,

PER MR. PLENTY & SON, LIMITED. E. P. Plenty

Manufacturer.



001938-001946-0149

March 20th 28th - April 22nd - May 13th 19th 1930.

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 20-3-30; 22-4-30; 19-5-30 Slides 20-3-30; 19-5-30 Covers 20-3-30; 19-5-30
 Pistons 13-5-30; 19-5-20 Piston Rods 20-3-30; 22-4-30 Connecting rods 20-3-30; 22-4-30
 Crank shafts 22-4-30 Thrust shafts 13-5-30 Intermediate shafts 22-4-30
 Tube shaft ✓ Screw shafts 28-3-30; 22-4-30 Propeller 28-3-30; 22-4-30
 Stern tube 20-3-30; 22-4-30 Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections
 Completion of pumping arrangements Boilers fixed Engines tried under steam
 Main boiler safety valves adjusted Thickness of adjusting washers
 Crank shaft material Best Steel Identification Mark See attached List Thrust shaft material Best Steel Identification Mark See attached List
 Intermediate shafts, material Best Steel Identification Marks do Tube shaft, material Best Steel Identification Mark do
 Screw shaft, material Best Steel Identification Mark See attached List 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 carrying and burning oil fuel 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.)
 This machinery has been constructed to approved plans and Rule requirements; the material & workmanship, so far as can be seen, is good and, in my opinion, it will be eligible for the record of T.M.C. (with date) when it has been installed and tried under working conditions for which purpose it has been despatched to Selby.

Handwritten initials

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 Fees
 LON 1/2 £ 21.4.0
 HULL 1/2 £ 8.15.0
 Specials £ 40.5.0 * 29 : 5 : 0
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ 3 : 5 : 3
 LON 1/2

When applied for, 28 MAY 1930

When received, 28 : 6 : 30

Control to Hull. G. H. G.

Signature of Arthur A. Lehmers
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 1 JUL 1930

Assigned See F. E. Rpt



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