

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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. Ship "SALVADOR" (Number of Visits five)
 Built at Selby By whom built Messrs. Lochrane & Sons Yard No. 1079 Tons 1930
 Engines made at Newbury By whom made Messrs. Plenty & Sons Engine No. 2640 when made
 Boilers made at Hockton-on-Dees By whom made Messrs. Riley 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 4.9375" Crank pin dia. 4.9375" Crank webs 3 1/8" Mid. length breadth 3 1/8" Thickness parallel to axis 3 1/8"
 Intermediate Shafts, diameter 4.64" as per Rule 4.6875" as fitted 4.6875" Thrust shaft, diameter at collars 4.87" as per Rule 4.9375" as fitted 4.9375"
 Tube Shafts, diameter 5.3" as per Rule 5.3125" as fitted 5.3125" Is the tube shaft fitted with a continuous liner No
 Screw Shaft, diameter 4.54" as per Rule 4.69" 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 Yes Length of Bearing in Stern Bush next to and supporting propeller 21 1/2"
 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 { No. and size 1 - 6 x 4 1/4 x 6 ; 1 - 8 x 5 x 8"
 How driven Steam Main Bilge Line 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
 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
 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
 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
 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
 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

MAIN BOILERS, &c. — (Letter for record) Total Heating Surface of Boilers 1650 £
 Forced Draft fitted No 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

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

The foregoing is a correct description,

PER MR. PLENTY & SON, LIMITED.

Manufacturer.

E. P. Plenty



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Lloyd's Register
Foundation

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; 19-5-30 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 shafts ✓ 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

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

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.)

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.

Certificate to be sent to

The amount of Entry Fees
Special
Donkey Boiler Fee
Travelling Expenses (if any)

When applied for, 26 MAY 1930

When received, 22.6.19.30

Arthur A. Palmer

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 1 JUL 1930

Assigned

See F. E. Rpt



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