

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 21 July 1930 When handed in at Local Office 21 July 1930 Port of Sule.
No. in Survey held at Suley. Date, First Survey 26 May Last Survey 18 July 1930.
Reg. Book. 85521 on the Twin Screw Tug "SUPERIOR" (Number of Visits 11) Gross 255.42 Tons Net -
Built at Suley By whom built Cochran & Sons Ltd Yard No. 1080 When built 1930
Engines made at Hawthorn By whom made Gentry & Sons Ltd Engine No. 2641 when made 1930
Boilers made at Gaskell By whom made Riley Bros. Boiler No. 5985 when made 1930
Registered Horse Power Owners Argentine Navigation (Messrs. Buchanan & Co.) Port belonging to Buenos Ayres
Nom. Horse Power as per Rule 83 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
Dia. of Cylinders 9.15.24 Length of Stroke 18 No. of Cylinders No. of Cranks
Crank shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
as fitted Mid. length thickness Thickness around eye-hole
Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
as fitted as fitted
Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner
as fitted as fitted
Bronze 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
as fitted as fitted propeller boss
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 Is an approved Oil Gland or other appliance fitted at the after end of the tube
shaft so, state type Length of Bearing in Stern Bush next to and supporting propeller
Propeller, dia. 36.5 No. of Blades 4 Material Cast Iron whether Moveable Total Developed Surface 100 sq. feet
Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Feed Pumps No. and size Pumps connected to the Main Bilge Line No. and size How driven
How driven How driven
Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare 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 One aft, 2 forward, all 2"
In Holds, &c. Fore peak, 1@3" Cow Space 1@2" Shaft space 1@2" A. Peak, 1@3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 32" Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size One @ 24" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes 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 Above
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 None How are they protected
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 worked from

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 1650 sq. feet.
Is Forced Draft fitted Yes No. and Description of Boilers One Single ended Working Pressure 190 lbs.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
(If not state date of approval)
Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

Spare for as per London Report No. 95217.

The foregoing is a correct description,

Manufacturer.



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During progress of
work in shops - -
Dates
of Survey
while
building
During erection on
board vessel - -
Total No. of visits

1930.

May 26. 28. June 6. 6. 11. 13. July 2. 4. 5. 15. 18.

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

4. 7. 30.

Engines holding down bolts

4. 7. 30

Completion of fitting sea connections

Completion of pumping arrangements

15. 7. 30.

Boilers fixed

4. 7. 30

Engines tried under steam

15. 7. 30.

Main boiler safety valves adjusted

15. 7. 30.

Thickness of adjusting washers

S. 1 1/2" P. 3/4"

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

10 Copper

Test pressure

380 lbs.

Date of Test

11. 6. 30

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

Yes

If so, state name of vessel

Salvador

General Remarks (State quality of workmanship, opinions as to class, &c.

Please see London Rpt. No 95214.

" " "Huddersfield" " 14042.

The engines & boiler of this vessel have been satisfactorily fitted
on board, tried under working conditions & found in good order.
It is eligible in my opinion to have record of + L.M.C. 7.30 06.

It is submitted that
this vessel is eligible for
THE RECORD.

+ L.M.C. 7.30 06.

CERTIFICATE WRITTEN
22/7/30

The amount of Entry Fee ... £

1/5 Special ... £ 8

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for,

Applied for on

Lon Rpt No 95214.

When received,

9 July 30.

Lon Rpt No 95214.

5. 4. 4.

Committee's Minute

Assigned

FRI 25 JUL 1930

+ L.M.C. 7.30 06.



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