

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 18 JUN 1930 When handed in at Local Office 18 JUN 1930 Received at London Office 18 JUN 1930  
 No. in Survey held at Newbury Date, First Survey 13 May 1930 Last Survey 13 June 1930  
 Reg. Book. on the Swan Lc. Inf. SUPERIOR (Number of Visits)  
 Built at Elby By whom built Cochrane & Sons Yard No. 1080 Tons Gross  
 Engines made at Newbury By whom made Jenns Plenty & Sons Ltd Engine No. 2641 when made 1930  
 Boilers made at Hockton-on-Lees By whom made Jenns Riley Bros. Boiler No. 5985 when made 1930  
 Registered Horse Power 149<sup>83</sup> Owners Argentine Steam Nav. Co Port belonging to  
 Nom. Horse Power as per Rule 149<sup>83</sup> 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 as per Rule 4.87" Crank pin dia. 4.9375" Crank webs Mid. length breadth 9 5/16" Thickness parallel to axis 3 1/8"  
as fitted 4.9375" Mid. length thickness 3 1/8" Thickness around eye-hole 2 1/8"  
 Intermediate Shafts, diameter as per Rule 4.64" Thrust shaft, diameter at collars as per Rule 4.87"  
as fitted 4.6875" as fitted 4.9375"  
 Tube Shafts, diameter as per Rule 5.3" Screw Shaft, diameter as per Rule 5.3125" Is the {tube} shaft fitted with a continuous liner { No }  
as fitted as fitted Is the {screw} shaft fitted with a continuous liner { No }  
 Bronze Liners, thickness in way of bushes as per Rule 4.54" Thickness between bushes as per Rule 4.69" Is the after end of the liner made watertight in the  
as fitted as fitted 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 One - 6 x 4 1/4" x 6" One - 8" x 5" x 8" }  
 { How driven Steam Main Bilge Line { How driven Steam }  
 Ballast Pumps, No. and size One - 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. Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps; — In Engine and Boiler Room Eng. Room 2 @ 2 1/4" Boiler Room 2 @ 2 1/4"  
 In Holds, &c. For. 1 @ 2" Aft. in Tunnel 1 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 @ 3 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. 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  
 Are 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  
 What Pipes pass through the bunkers 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  
 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

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

PLANS. Are approved plans forwarded herewith for Shafting 18-2-30 Main Boilers Auxiliary Boilers Donkey Boilers  
 (If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied: — 2 Top end bolts & nuts - 2 Bot. End Bolts & nuts -  
2 Main Bearing Bolts & Nuts - 1 Set Coupling Bolts - 6 Junk ring studs -  
1 Set of Air Feed & Bilge pump valves - 4 Condenser tubes - 1 Set Piston  
rings for I.P. & L.P. Engines - 1 Top and 1 Bottom end Brass - 1 Main bearing  
brass - Assorted Bolts & Nuts and iron of various sizes -  
1 main & 1 Donkey feed check valve set - 2 Safety valve springs -  
6 Boiler tubes.

The foregoing is a correct description,

FOR AND ON BEHALF OF

PLENTY & SON, LIMITED.

Manufacturer.

SECRETARY.



© 2021

Lloyd's Register  
Foundation

011947-011954-0231



May 13. 19. 26 June 13. 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 13-5-30; 13-6-30 Slides 26-5-30; 13-6-30 Covers 13-6-30  
Pistons 26-5-30; 13-6-30 Piston Rods 26-5-30 Connecting rods 26-5-30  
Crank shaft 13-6-30 Thrust shaft 19-5-30 Intermediate shafts 19-5-30  
Tube shaft ✓ Screw shaft 13-5-30; 19-5-30 Propeller 19-5-30  
Stern tube 13-5-30 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 Ingot Steel

Identification Mark See Sheet

Thrust shaft material Ingot Steel

Identification Mark See Sheet

Intermediate shafts, material Ingot Steel

Identification Mark See Sheet

Tube shaft, material ✓

Identification Mark ✓

Screw shaft, material Ingot Steel

Identification Mark See Sheet

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

Yes

If so, state name of vessel

Inf "SALVADOR."

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 L.M.C. (with date) when it has been installed & tried under working conditions for which purpose it has been despatched to Selby.

The amount of Entry Fee £ 21 : 4 : 0

Special Donkey Boiler Fee £ 29 : 5 : 0

Travelling Expenses (if any) £ 4 : 5 : 5

When applied for,

18 JUN 1930

When received,

9 July 1930

London to Hull, L.H.

Committee's Minute

Assigned

See Hull H.C. 4104



© 2021

Lloyd's Register Foundation