

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

18 JUN 1930

Date of writing Report **18 JUN 1930** When handed in at Local Office **18 JUN 1930** Port of **London**
 No. in Survey held at **Newbury** Date, First Survey **13 May 1930** Last Survey **19 June 1930**
 Reg. Book. on the **Iron S.S. Inf. SUPERIOR.**
 Built at **Elby** By whom built **Cochrane & Sons** Yard No. **1080**
 Engines made at **Newbury** By whom made **Jenns Plenty & Sons Ltd** Engine No. **2641** when made **1930**
 Boilers made at **Stockton-on-Lees** By whom made **Jenns Riley Bros.** Boiler No. **5985** when made **1930**
 Registered Horse Power **149⁸³** Owners **Argentine Steam Nav. Co** Port belonging to
 Nom. Horse Power as per Rule **149⁸³** 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"** as fitted **4.9375"** Crank pin dia. **4.9375"** Crank webs Mid. length breadth **9 5/16"** Mid. length thickness **3 1/8"** Thickness parallel to axis **3 1/8"** 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 Is the **screw** shaft fitted with a continuous liner
 Bronze Liners, thickness in way of bushes as per Rule **4.54"** as fitted **4.69"** Thickness between bushes as per Rule 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"** Length of Bearing in Stern Bush next to and supporting propeller **21 1/2"** 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
 Bilge Pumps;—In Engine and Boiler Room **Eng. Room 2 @ 2 1/4" Boiler Room 2 @ 2 1/4"** Suctions, connected to both Main Bilge Pumps and Auxiliary
 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 lid - 2 Safety valve springs - 6 Boiler tubes.**

The foregoing is a correct description,
 FOR AND ON BEHALF OF
PLENTY & SON, LIMITED.
 Secretary

Manufacturer.



May 13th 19th 26th June 13th 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 Marks 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 Ingot "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 + LMC (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
 Hull Fee £ 5:1:0
 Special Fee £ 3:5:0
 Donkey Boiler Fee £ 11:5:0
 Travelling Expenses (if any) £ 4:5:5
 When applied for, 18 JUN 1930
 When received, 9 July 1930
 LON to Hull, L.H.

Arthur J. Selby
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 25 JUL 1930

Assigned See Hull No. 4104



The Surveyors are requested not to write on or below the space for Committee's Minute.