

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

27 MAY 6

Date of writing Report **C. H.** 1936 When handed in at Local Office **19th MAY 1936** Port of **Greenwich**
 No. in Survey held at **Greenwich** Date, First Survey **4th OCTOBER 1935** Last Survey **18th MAY 1936**
 Reg. Book. **S/S** (Number of Visits **69**)
 on the **Salaganga**
 Built at **P. Glasgow** By whom built **Lithgow, Co. L.** Yard No. **881** Tons } Gross **1980.99**
 Engines made at **Greenwich** By whom made **John Kincaid & Co. L.** Engine No. **676** When built **1936** Net **3049.61**
 Boilers made at **Greenwich** By whom made **John Kincaid & Co. L.** Boiler No. **676** When made **1936**
 Registered Horse Power **524** Owners **Scindia S. & Co. L.** Port belonging to **Bombay**
 Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**
 Trade for which Vessel is intended **Foreign**

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute **65**
 Dia. of Cylinders **24 1/2" 41" 40"** Length of Stroke **48"** No. of Cylinders **3** No. of Cranks **3**
 Crank shaft, dia. of journals **13 9/16"** Crank pin dia. **14 1/4"** Crank webs Mid. length breadth **shrunk** Thickness parallel to axis **8 3/4"**
 Intermediate Shafts, diameter **13 3/8"** Thrust shaft, diameter at collars **14 1/4"** Thickness around eye-hole **6 3/8"**
 Tube Shafts, diameter **16 3/8"** Screw Shaft, diameter **16 3/8"** Is the tube shaft fitted with a continuous liner **Yes**
 Bronze Liners, thickness in way of bushes **7/8"** Thickness between bushes **24/32"** Is the after end of the liner made watertight in the
 propeller boss **Yes** 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 **No** If so, state type **—** Length of Bearing in Stern Bush next to and supporting propeller **5'-2"**
 Propeller, dia. **17'-6"** Pitch **18'-2"** No. of Blades **4** Material **Brass** whether Movable **Yes** Total Developed Surface **84** sq. feet
 Feed Pumps worked from the Main Engines, No. **2** Diameter **4 1/2"** Stroke **24"** Can one be overhauled while the other is at work **Yes**
 Bilge Pumps worked from the Main Engines, No. **2** Diameter **4 1/2"** Stroke **24"** Can one be overhauled while the other is at work **Yes**
 Feed Pumps { No. and size **2 4" 9 1/2" 2 1/2"** Pumps connected to the { No. and size **2 (8" 7" 18") (4" 6" 12" 15")**
 { How driven **Steam** Main Bilge Line { How driven **Steam**
 Ballast Pumps, No. and size **one 8" 7" 18"** 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 **3. 3"** Tunnel Well **1-2 1/4"**
 In Pump Room **—** In Holds, &c. **7'0"-2. 3' 7'0"-2. 3' 1/2" 7'0"-2. 3' 7'0"-2. 3' 7'0"-2. 3'**

Main Water Circulating Pump Direct Bilge Suctions, No. and size **one 8"** Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size **one 4 1/2"** 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 **Below**
 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 **Bilge Suctions** How are they protected **Wood Casing**
 What pipes pass through the deep tanks **None** 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 **Yes** worked from **UPPER PLATFORM**

MAIN BOILERS, &c.—(Letter for record **R**) Total Heating Surface of Boilers **4563 1/2**
 Is Forced Draft fitted **Yes** No. and Description of Boilers **3 Single Ended** Working Pressure **220**
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? **Yes**
 IS A DONKEY BOILER FITTED? **No** If so, is a report now forwarded? **Yes**
 Is the donkey boiler intended to be used for domestic purposes only **No**

PLANS. Are approved plans forwarded herewith for Shafting **Yes** No Main Boilers **Yes** Auxiliary Boilers **—** Donkey Boilers **Yes**
 (If not state date of approval) **4.9.35**
 Superheaters **—** General Pumping Arrangements **Yes** Oil fuel Burning Piping Arrangements **—**

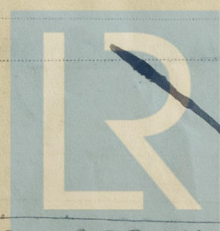
SPARE GEAR.

Has the spare gear required by the Rules been supplied **Yes**
 State the principal additional spare gear supplied

2 Cond. Still Propeller Blades & one Crank Pin both complete

The foregoing is a correct description,
 For JOHN G. KINCAID & CO. LIMITED.

Director. Manufacturer.



© 2021

Lloyd's Register
 Foundation

003013-003017-0012

GENER

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

the

(1935) Oct. 4. 10. 22. 24. 30 Nov. 1. 5. 8. 12. 13. 15. 18. 19. 20. 22. 29. Dec. 5. 6. 9. 13. 20. 24. 26. 27. 30. (1936) JAN. 3. 9. 10. 14. 15. 14. 20. 23. 24. 28. 31.
During progress of work in shops - - FEB. 5. 7. 11. 12. 13. 14. 19. 24. 28 MAR. 2. 3. 4. 6. 9. 11. 12. 13. 16. 20. 21. 23. 24. 25. 30 APRIL 3. 10. 14. 16. 20. 21. 24. MAY 4. 6. 18.
Dates of Survey while building
During erection on board vessel - -
Total No. of visits 69.

Dates of Examination of principal parts—Cylinders 14- 2- 36 Slides 2. 3- 36 Covers 14- 2. 36
Pistons 11- 3- 36 Piston Rods 11- 3- 36 Connecting rods 11- 3- 36
Crank shaft 31- 1- 26 Thrust shaft 5- 2- 36 Intermediate shafts 25- 3- 26
Tube shaft ✓ Screw shaft 12- 3- 36 Propeller 18- 3- 36
Stern tube 2. 3- 36 Engine and boiler seatings 23- 3- 36 Engines holding down bolts 21- 4- 36
Completion of fitting sea connections 23- 3- 36

Completion of pumping arrangements 21- 4. 36 Boilers fired 14. 4 36. Engines tried under steam 18- 5. 26
Main boiler safety valves adjusted 24. 4 36 Thickness of adjusting washers PV 11/32 SV 21/64 PV 7/32 SV 21/64 PV 21/64 SV 21/64 PV 21/64 SV 21/64
Crank shaft material S Identification Mark LR 5830 WGM Thrust shaft material S Identification Mark LR 5829 WGM
Intermediate shafts, material S Identification Marks LR 5829 WGM Tube shaft, material ✓ Identification Mark
Screw shaft, material S Identification Mark LR 5829 Steam Pipes, material steel Test pressure 660 Date of Test 21- 4- 36
Is an installation fitted for burning oil fuel No 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 No If so, have the requirements of the Rules been complied with ✓
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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. These engines & boilers have been built under Special Survey in accordance with the approved plans, the workmanship & material are of good quality, they have now been securely fitted on board, tried under steam & found satisfactory.
The machinery is eligible in my opinion for the record of L M C. 5-36

The amount of Entry Fee ... £ 6 : - :
Special ... £ 101 : 4 :
Donkey Boiler Fee ... £ 6. 3 :
Travelling Expenses (if any) £ - : - :
When applied for, 19th MAY. 1936.
When received, 21st MAY. 1936.

Committee's Minute GLASCOW 26 MAY 1936

Assigned L M C. 5-36

F.D.

W. E. Gordon-Muclivie

Engineer Surveyor to Lloyd's Register of Shipping.



© 2021

Lloyd's Register Foundation