

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 2ND SEPTEMBER 1950 When handed in at Local Office 8TH SEPTEMBER 1950 Port of GREENOCK

No. in Survey held at GREENOCK Date, First Survey 17TH AUGUST 1949 Last Survey 25TH AUGUST 1950
Reg. Book _____ (Number of Visits 21)

on the S/S ORDIA Tons {Gross _____ Net _____}

Built at DUMBARTON By whom built W. DENNY & BROS L^D Yard No. 1433 When built 1950

Engines made at GREENOCK By whom made JOHN G. KINCAID & CO L^D Engine No. 800 When made 1950

Boilers made at do By whom made do Boiler No. 800 When made 1950

Registered Horse Power _____ Owners BRITISH INDIA STEAM NAV CO L^D Port belonging to _____

Nom. Horse Power as per Rule 719 900 = MN Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

Trade for which vessel is intended OPEN SEA SERVICE

ENGINES, &c.—Description of Engines Triple expansion with Bowditch Turbine Revs. per minute 90

Dia. of Cylinders 24 1/2 - 40 1/2 - 67 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.92 Mid. length breadth 1.9 1/2 Thickness parallel to axis 8 7/8
as fitted 14.125 Crank pin dia. 14 1/8 Crank webs shrunk Thickness around eye-hole 6 7/16
as per Rule 13.26 Mid. length thickness 8 7/8 Thrust shaft, diameter at collars as per Rule 13.92
as fitted 13.5 as fitted 14.125

Intermediate Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 14.65 Is the tube shaft fitted with a continuous liner YES
as fitted as fitted 15.125 screw

Bronze Liners, thickness in way of bushes as per Rule as fitted 25/32 Thickness between bushes as per Rule as fitted 19/32 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 YES
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 One liner Is an approved Oil Gland or other appliance fitted at the after end of the tube NO If so, state type _____ Length of Bearing in Stern Bush next to and supporting propeller 5-0 1/2

Propeller, dia. 17-0 Pitch 17-3 No. of Blades 4 Material Brass whether Moveable YES Total Developed Surface 102 sq. feet

Feed Pumps worked from the Main Engines, No. Two Diameter 4" Stroke 27" Can one be overhauled while the other is at work YES

Bilge Pumps worked from the Main Engines, No. Two Diameter 4" Stroke 27" Can one be overhauled while the other is at work YES

Feed Pumps { No. and size Two 8 x 10 1/2 Pumps connected to the Main Bilge Line { No. and size One 12 x 10 One 19 One 7 x 6 1/2 & 2 ME Pumps
How driven Steam How driven Steam

Ballast Pumps, No. and size One 12 x 10 Lubricating Oil Pumps, including Spare Pump, No. and size Two 9 x 8
12 18

Are two independent means arranged for circulating water through the Oil Cooler YES Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room Four 2 1/2", One 2 1/2", Tunnel well One 2 1/2", Dry tank & Coffin One 2 1/2"
In Pump Room Two Coffin one 2 1/2" In Holds, &c. N^o 1, 2, 3, 4, 5 One P.S. each 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 11" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size One 5" 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 YES worked from upper Dk.

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 10203 Superheaters 4080 Total 14283
Which Boilers are fitted with Forced Draft All boilers Which Boilers are fitted with Superheaters All boilers
No. and Description of Boilers Three single ended Working Pressure 220 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES
IS A DONKEY BOILER FITTED? NO If so, is a report now forwarded? _____
Can the donkey boiler be used for other than domestic purposes _____

PLANS. Are approved plans forwarded herewith for Shafting 23/1/48 Main Boilers 6/2/48 Auxiliary Boilers _____ Donkey Boilers _____
(If not state date of approval)

Superheaters _____ General Pumping Arrangements 8/4/49 Oil fuel Burning Piping Arrangements 13/10/49

SPARE GEAR.
Has the spare gear required by the Rules been supplied YES
State the principal additional spare gear supplied See separate list
Spare Screw Shaft 220405 17872. 935 CNH 26/5/50

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

J. Conway
Chief Draughtsman.

Manufacturer.



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Foundation

During progress of work in shops - - (1949) AUG. 17. 29. OCT. 3. 13. Nov. 10. 16. 29. Dec. 9. (1950) JAN. 6. 11. 20. 26. 31. FEB. 1. 2. 8. 9. 10. 15. 17. 18. 22. 23. 24. MAR. 1. 2. 3. 8. 10. 16. 16. 20. 21. 22. 23. 24. 25. 28. 29. APRIL 5. 6. 10. 11. 13. 16. 19. 21. 24. 26. 28. MAY 1. 4. 8. 11. 12. 24. 26. 29. 30. JUNE 5. 7. 9. 13. 21. 23. July 18. 20.

Dates of Survey while building - - - { 27. 28. 31. Aug. 1. 2. 4. 8. 9. 15. 18. 24. 25.

Total No. of visits... 81

Dates of Examination of principal parts—Cylinders 23/2/50. 13/4/50 Slides 23/2/50 Covers 23/2/50
 Pistons Piston Rods 13/6/50 Connecting rods 13/6/50
 Crank shaft 13/6/50 Thrust shaft 13/6/50 Intermediate shafts 9/6/50
 Tube shaft ✓ Screw shaft 26/5/50 Propeller 26/5/50
 Stern tube 7/2/50 Engine and boiler seatings 13/6/50 Engines holding down bolts 27/7/50
 Completion of fitting sea connections 14/6/50 HKT Gls.
 Completion of pumping arrangements 24/8/50 Boilers fixed 23/6/50 Engines tried under steam 24/8/50
 Main boiler safety valves adjusted 15/8/50 Thickness of adjusting washers Pu. 3/8" Su. 3/8" Sp. 3/8" Pu. 7/16" Su. 3/8" Sp. 3/16" Pu. 3/8" Su. 3/8" Sp. 3/8" 110405 18147
 Crank shaft material SMS Identification Mark 17872 LNH 13/6/50 Thrust shaft material SMS Identification Mark HBI. 996 23/12/4
 Intermediate shafts, material SMS Identification Marks 17872 LNH 9/6/50 Tube shaft, material ✓ Identification Mark 27/7/50 to 31/8/50
 Screw shaft, material SMS Identification Mark 17873 LNH 26/5/50 Steam Pipes, material SDS Test pressure 660 lbs Date of Test 31/8/50
 Is an installation fitted for burning oil fuel. Yes ✓ Is the flash point of the oil to be used over 150° F. Yes ✓
 Have the requirements of the Rules for the use of oil as fuel been complied with. Yes ✓
 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. No ✓
 Is this machinery duplicate of a previous case. Yes ✓ If so, state name of vessel OLINDA GRK. FE N° 24073

General Remarks (State quality of workmanship, opinions as to class, &c.)
 This machinery has been constructed under Special survey in accordance with the Rules and approved plans. The materials & workmanship are sound & good. The engine & boiler have been efficiently installed in the vessel & tested under full working conditions on a sea trial with satisfactory results. The installation is eligible in my opinion to be classed in the Society Register book with record
 + LMC 8-50 & Notation Screw shaft Cl 3 SBs 220 lbs 1" (Supl) FD fitted for oil fuel FP above 150°F.

Service IHP recip eng = 2530 Turbine 1140 Total 3760.
 Maximum IHP do 2530 " 1140

The amount of Entry Fee ... £ : :
 Special ... £ 255 : 0
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :

When applied for, 8th SEPTEMBER 1950
 When received, 19

Charles J. Hunter
 Engineer Surveyor to Lloyd's Register of Shipping.

GLASGOW 13 SEP 1950

Date...
 Committee's Minute... + LMC 8-50

Certificate to be sent to...
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

