

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 GREENOCKNo. in Survey held at GREENOCK Date, First Survey 17TH AUGUST 1949 Last Survey 25TH AUGUST 1950
Reg. Book S/ORDIA (Number of Visits 21)

on the

Built at DUMBARTON By whom built W. DENNY & BROS L^D Yard No. 1433 Tons { Gross 1950
NetEngines 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 Burr Wack 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" shrunk

as fitted 14.125" Crank pin dia. 14 1/8" Crank webs 8 7/8" Thickness around eye-hole 6 7/8"

Intermediate Shafts, diameter as per Rule 13.26 Thrust shaft, diameter at collars as per Rule 13.92"

as fitted 13.5 as fitted 14.125"

Tube Shafts, diameter as per Rule 14.68" Is the { tube screw } shaft fitted with a continuous liner { 4 1/2" }

as fitted 15.125"

Bronze Liners, thickness in way of bushes as per Rule 25/32 Thickness between bushes as per Rule 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

at No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5-0 1/2"

Propeller, dia. 17-6 Pitch 17-3 No. of Blades 4 Material Bronze 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 22 Pumps connected to the { No. and size One 12 x 10 17 One 8 x 12 19 One 7 x 6 1/2 13 } 2 ME Pumps

How driven Steam Main Bilge Line How driven Steam

Ballast Pumps, No. and size One 12 x 10 12 Lubricating Oil Pumps, including Spare Pump, No. and size Two 9 x 8 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 1" coffin one 2 1/2" In Holds, &c. No. 1, 2, 3, 4, 5 One P.S. each 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 2 1/2" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size One 2 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 deck

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 10243 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 120405 17872. 938 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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