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No. 23916

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

28 JUL 1949

Date of writing Report 5th JUL 1949 When handed in at Local Office 11th JUL 1949 Port of GREENOCK
No. in Survey held at GREENOCK Date, First Survey 23rd NOV. 1948 Last Survey 30th JUNE 1949
Reg. Book (Number of Visits)
on the S.S. "Pine Land"
Built at DUNDEE By whom built CALEDON S/S & ENG CO LTD Yard No. 472 Tons { Gross 245.9
Engines made at GREENOCK By whom made JOHN G. KINCAID & CO LTD Engine No. 795 Net 140.3
Boilers made at do By whom made do Boiler No. 795 When built 1949
Registered Horse Power Owners CURRIE LINE LTD Port belonging to Link
Nom. Horse Power as per Rule 412 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which vessel is intended Ocean

ENGINES, &c.—Description of Engines

Triple Expansion ✓

Revs. per minute 105

Dia. of Cylinders 19"-31"-55" Length of Stroke 36" No. of Cylinders 3 No. of Cranks 3
Crank shaft, dia. of journals as per Rule 10.754" Crank pin dia. 11 1/4" Mid. length breadth 17" Thickness parallel to axis 6 3/4"
as fitted 10.875" Crank webs Mid. length thickness 6 3/4" shrunk Thickness around eye-hole 4 7/5"
Intermediate Shafts, diameter as per Rule 10.242" Thrust shaft, diameter at collars as per Rule 10.754"
as fitted 10.375" as fitted 10.875"
Tube Shafts, diameter as per Rule ✓ Screw Shaft, diameter as per Rule 11.802"
as fitted 11.802" Is the { tube screw } shaft fitted with a continuous liner { No ✓

Bronze Liners, thickness in way of bushes as per Rule ✓ Thickness between bushes as per Rule ✓ Is the after end of the liner made watertight in the propeller boss ✓
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

at Yes If so, state type "CEORAVALLI" Length of Bearing in Stern Bush next to and supporting propeller 4'-0 1/2"
Propeller, dia. 13'-0" Pitch 12'-8 1/2" No. of Blades 4 Material MS whether Moveable No Total Developed Surface 55.5 sq. feet

Feed Pumps worked from the Main Engines, No. None Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
Bilge Pumps worked from the Main Engines, No. Two Diameter 3 1/4" Stroke 21" Can one be overhauled while the other is at work Yes

Feed { No. and size Pumps connected to the { No. and size
Pumps { How driven Main Bilge Line { How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to Main Bilge Pumps and Auxiliary
Bilge Pumps:—In Engine and Boiler Room
In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
No. and size 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 5) Total Heating Surface of Boilers 4940⁺ Sup⁺ 2020⁺
Which Boilers are fitted with Forced Draft Both boilers Which Boilers are fitted with Superheaters Both boilers
No. and Description of Boilers Two cylindrical SE Working Pressure 220 lb ✓

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 Yes Main Boilers Yes Auxiliary Boilers ✓ Donkey Boilers ✓
(If not state date of approval)

Superheaters General Pumping Arrangements ENG Room 8-10-45 Oil fuel Burning Piping Arrangements 14-10-45
SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
State the principal additional spare gear supplied See separate list

The foregoing is a correct description.

For JOHN G. KINCAID & CO., LIMITED.

Manufacturer.



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Lloyd's Register
Foundation

009976-009985-0174

Dates of Survey while building
During progress of work in shops - - (1948) Nov. 23. (1949) Jan. 10. 24. Feb. 21. 22. Mar. 14. 15. 18. 25. April 1. 12. 18. 21. 22. 25. May 2. 5. 9. 12. 16. 18. 20. 23.
June 3. 6. 7. 8. 14. 16. 20. 22. 24. 29. 30.
During erection on board vessel - - -
Total No. of visits 34.

Dates of Examination of principal parts—Cylinders 9-5-49 Slides 9-5-49 Covers 9-5-49
Pistons 16-6-49 Piston Rods 14-6-49 Connecting rods 14-6-49
Crank shaft 14-6-49 Thrust shaft 1-4-49 Intermediate shafts 16-5-49
Tube shaft ✓ Screw shaft 12-4-49 Propeller 12-4-49
Stern tube 22-2-49 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 SMS Identification Mark 17731 CHN 12/49 Thrust shaft material SMS Identification Mark 17822 CHN 14-49
Intermediate shafts, material SMS Identification Marks 17731 OUT 16/5/49 Tube shaft, material ✓ Identification Mark 3, 14 30
Screw shaft, material SMS Identification Mark 17731 CHN 12/49 Steam Pipes, material SDS Test pressure 660 lbs Date of Test JUNE '49

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 the use of oil as fuel been complied with
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo 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. Yes If so, state name of vessel GPK FE of N° 23847
General Remarks (State quality of workmanship, opinions as to class, &c.)

This machinery has been constructed under Special survey in accordance with the Rules & approved plans. The materials & workmanship are sound & good. It has now been dispatched to Dundee to be installed in the vessel and will be eligible to be classed in the Register book with Record + LMC with date & notation 2 SB 220 lbs / 15° FD Suplt Screw shaft 106 & fitted for oil fuel FP above 150° on completion of the installation.

Certificates common to this engine & 797 (Caledon 9/3 6 468) are forwarded

The above machinery has now been efficiently installed in the S.S. "Pineiro" (Caledon 9/3 6 472) as per bundle F.E. Rpt No 9405.

H. Clive Hunter
August 1949

The amount of Entry Fee ... £ 118 : 18 :
1/3 Credit Dundee ... £ 29 : 14 :
Special ...
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 113 JULY 1949
When received, 19

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

Date GLASGOW 27 JUL 1949 14 SEP 1949

Committee's Minute
Referred for
Amplification