

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 23 MAR 1950

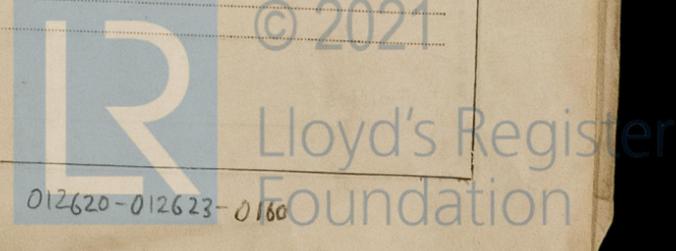
Date of writing Report 13<sup>th</sup> MARCH 1950 When handed in at Local Office 17<sup>th</sup> MARCH 1950 Port of GREENOCK  
 Name of vessel in Survey held at GREENOCK Date, First Survey 23<sup>rd</sup> MAY 1949 Last Survey 23<sup>rd</sup> FEBRUARY 1950  
 Reg. Book on the S/S OLINDA (Number of Visits 64)  
 Built at DUMFRIES By whom built W. DENNY & BROS L<sup>td</sup> Yard No. 1432 Tons Gross Net  
 Engines made at GREENOCK By whom made JOHN G. KINCAID, COL<sup>l</sup> Engine No. 799 When built 1950  
 Boilers made at do By whom made do Boiler No. 799 When made 1950  
 Registered Horse Power Owners BRITISH INDIA STEAM NAV. CO. L<sup>td</sup> 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

**GINES, &c.—Description of Engines** Triple expansion with Bauer 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 1-9/16" Thickness parallel to axis 8 7/8" ✓  
 as fitted 14.125" Crank pin dia. 1 1/8" Crank webs shrunk Thickness around eye-hole 6 5/16" ✓  
 Intermediate Shafts, diameter as per Rule 13.26" Thrust shaft, diameter at collars as per Rule 13.92" ✓  
 as fitted 13 1/2" as fitted 14 1/8" ✓  
 Propeller Shafts, diameter as per Rule 14.65" Is the shaft fitted with a continuous liner YES ✓  
 as fitted 15 1/8" ✓  
 Liners, thickness in way of bushes as per Rule 27" Thickness between bushes as per Rule 19 1/2" Is the after end of the liner made watertight in the  
 as fitted 27" as fitted 19 1/2" ✓  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓  
 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 ✓  
 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  
 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 16'-2" No. of Blades 4 Material BRONZE whether Moveable YES Total Developed Surface 102 sq. feet  
 Main Engines, No. Two ✓ Diameter 4" Stroke 27" Can one be overhauled while the other is at work YES ✓  
 Auxiliary Engines, No. Two ✓ Diameter 4" Stroke 27" Can one be overhauled while the other is at work YES ✓  
 Pumps connected to the Main Bilge Line { No. and size One 12-10 One 8-12 One 7-6 1/2 } 27 1/2 ✓  
 How driven Steam ✓  
 Lubricating Oil Pumps, including Spare Pump, No. and size Two 9-8 ✓  
 Two independent means arranged for circulating water through the Oil Cooler YES ✓  
 Suctions, connected both to Main Bilge Pumps and Auxiliary  
 Pumps: - In Engine and Boiler Room Four of 3" One of 2 1/2" Tunnel well One of 2 1/2" One of 2 1/2" One of 2 1/2" ✓  
 In Holds, &c. N<sup>o</sup> 1 Two of 3" N<sup>o</sup> 2 Two of 3" N<sup>o</sup> 3 Two of 3" N<sup>o</sup> 4 Two of 3" N<sup>o</sup> 5 Two of 3" ✓  
 Water Circulating Pump Direct Bilge Suctions, No. and size One of 11" ✓ Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,  
 and size One of 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 ✓  
 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 ✓  
 Pipes pass through the bunkers None ✓ How are they protected ✓  
 Pipes pass through the deep tanks ✓ Have they been tested as per Rule ✓  
 All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES ✓  
 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 ✓

**BOILERS, &c.—**(Letter for record S) Total Heating Surface of Boilers 10203 Superheaters 4080 TOTAL 14283  
 Boilers are fitted with Forced Draft All boilers ✓ Which Boilers are fitted with Superheaters All boilers ✓  
 Description of Boilers Three single ended ✓ Working Pressure 220 lbs/sq. in ✓  
**REPORT ON MAIN BOILERS NOW FORWARDED?** YES ✓  
**DONKEY BOILER FITTED?** NO ✓ If so, is a report now forwarded? ✓  
 Can a donkey boiler be used for other than domestic purposes ✓

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)  
 General Pumping Arrangements 5-6-49 Oil fuel Burning Piping Arrangements 13-10-49  
**SPARE GEAR.**  
 Spare gear required by the Rules been supplied YES ✓  
 Principal additional spare gear supplied See separate list.

The foregoing is a correct description.  
 JOHN G. KINCAID & CO., LTD.  
 Chief Draughtsman.



2.7.11-14.17.22  
 5.16.17.20-22  
 4.6.12-14-17-1

See  
 3/4/50

(1949) MAY 23. JUNE 3. 9. 22. 27. JULY 25. AUG. 17. 29. SEPT. 20. 23. 26. 27. OCT. 3. 13. 14. 19. 24. 27. NOV. 2. 10. 11. 14. 17. 18.  
 25. 28. 29. 30. DEC. 2. 5. 8. 12. 13. 16. 19. 20. 21. 23. 27. (1950) JAN. 6. 9. 10. 11. 13. 16. 17. 19. 24. 25. 26. 27. FEB. 1. 2. 3. 6. 7. 8. 9. 11. 14. 20. 23.

Dates of Survey while building: During erection on board vessel - - -  
 Total No. of visits: 64

Dates of Examination of principal parts—Cylinders 27-10-49 Slides 27-10-49 Covers 27-10-49  
 Pistons 27-10-49 Piston Rods 16-1-50 Connecting rods 16-1-50  
 Crank shaft 16-1-50 Thrust shaft Intermediate shafts 20-12-49 & 6-1-50  
 Tube shaft ✓ Screw shaft 14-11-49 Propeller 2-12-49  
 Stern tube 24-10-49 Engine and boiler seatings 9-1-50 Engines holding down bolts 6-2-50  
 Completion of fitting sea connections 6-12-49  
 Completion of pumping arrangements 28-2-50 Boilers fixed 26-1-50 Engines tried under steam 28-2-50  
 Main boiler safety valves adjusted 23-2-50 Thickness of adjusting washers  $\frac{1}{32}$   $\frac{1}{32}$   $\frac{9}{32}$   $\frac{7}{32}$   $\frac{7}{32}$   $\frac{3}{5}$   $\frac{3}{5}$   $\frac{13}{32}$   $\frac{5}{16}$   
 Crank shaft material S Identification Mark 17571 CHN 16/1/50 Thrust shaft material S Identification Mark 17571 CHN 17-8-49  
 Intermediate shafts, material S Identification Marks 17571 CHN 20/12/49 Tube shaft, material ✓ Identification Mark 17571 CHN 14/1/49  
 Screw shaft, material S Identification Mark 17571 CHN 14/1/49 Steam Pipes, material SDS Test pressure 660 lbs Date of Test 3/2/50 14/2/50  
 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..... If so, state name of vessel

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. The engine & boiler have been efficiently installed in the vessel & tested under full working conditions on a sea trial with satisfactory results. This installation is eligible in my opinion to be classed in the Society's Register books with record.  
 + LMC 2-50, Notation Screw shaft CL 3 SB 220 lbs (Sup<sup>l</sup>) FD. fitted for oil fuel FP above 150° F

Service IHP. Reciprocating eng = 2530 Turbine = 1140 TOTAL 3670 IHP.  
 Maximum IHP " " " " " " " "

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

When applied for, 17 MAR 1950  
 When received, 19

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

Date: GLASGOW 22 MAR 1950  
 + LMC 2.50  
 Fitted for oil fuel 2.50  
 F.P. above 150° F.



RECEIVED  
 JAN 1950  
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