

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

OCT 17 1940

Date of writing Report 8th OCT 1940. When handed in at Local Office 10th OCT 1940. Port of GREENOCKNo. in Survey held at
Reg. Book.

GREENOCK

Date, First Survey 30th JANUARY 1940 Last Survey 4-10-40 19

7257 on the

S.S. BURNSIDE

(Number of Visits 69)

Tons { Gross 5659
Net 3280

Built at GLASGOW

By whom built

BAPCLAY CURLE & CO.

Yard No. 676

When built 1940

Engines made at GREENOCK

By whom made

J. G. KINCAID & CO. LTD.

Engine No. 704

When made 1940

Boilers made at GREENOCK

By whom made

J. G. KINCAID & CO. LTD.

Boiler No. 704

When made 1940

Registered Horse Power

Owners

BURNS PHILIP & CO. LTD.

Port belonging to SUVA

Nom. Horse Power as per Rule

(584)

Is Refrigerating Machinery fitted for cargo purposes

Yes

Is Electric Light fitted

Yes

Trade for which Vessel is intended

OCEAN GOING

ENGINES, &c.—Description of Engines Triple expansion with Bauer-Wach turbine Revs. per minute 85

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 14.078" 13.91" as fitted 14 1/8" Crank pin dia. 14 1/8" Crank webs Mid. length breadth 1.9 1/4" Thickness parallel to axis 9" Mid. length thickness 9" shrunk Thickness around eye-hole 6 5/16"

Intermediate Shafts, diameter as per Rule 13.408" 13.25 on turbine as fitted 13 1/2" Thrust shaft, diameter at collars as per Rule 14.078" 13.91" as fitted 3607 1/2" 14.17"

Screw Shafts, diameter as per Rule 14.825" 14.67" as fitted 15 1/8" Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 762 35/32" as fitted Thickness between bushes as per Rule 5713 19/32" as fitted 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

No If so, state type 17-3" Tin Length of Bearing in Stern Bush next to and supporting propeller 5'-0 1/2"

Propeller, dia. 17'-0" Pitch 14'-6" No. of Blades 4 Material Stainless Br. whether Moveable No Total Developed Surface 102 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 2-10 1/2" x 8"-22" stroke Pumps connected to the Main Bilge Line { No. and size 1-10 1/2" x 12" x 24" & 1-6 1/2" x 7" x 15" How driven Steam

Ballast Pumps, No. and size 1-10 1/2" x 12" x 24" Lubricating Oil Pumps, including Spare Pump, No. and size 2-8" x 9" x 18"

Are two independent means arranged for circulating water through the Oil Cooler No Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 4 @ 3" & 1 @ 2 1/2" In Holds, &c. No. 1, 2, 3, 4, 5 :- two @ 3" each hold.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 11" Independent Power Pump Direct Suctions to the Engine 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

Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Yes

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 below

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 9234

Which Boilers are fitted with Forced Draft All boilers Which Boilers are fitted with Superheaters All boilers

No. and Description of Boilers 3 cylindrical multitubular Working Pressure 220 lbs/sq. in.

A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes

Is the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes

(If not state date of approval) General Pumping Arrangements 2-10-39 Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Is the spare gear required by the Rules been supplied

Is the principal additional spare gear supplied

See separate sheet

The foregoing is a correct description.

FOR JOHN G. KINCAID & CO. LIMITED.

Director

Manufacturer.



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Lloyd's Register
Foundation

005239-005248-0128

Apr 4 No 21107

(1940) JAN. 30. MAR. 21. 25. APR. 11. 16. 24. 26. 29. MAY 6. 4. 10. 15. 16. 19. 21. 22. 23. 24. 29. 31.
 During progress of work in shops - - JUNE 3. 5. 6. 7. 8. 12. 13. 14. 14. 18. 20. 21. 23. 24. 25. 26. 27. 28. JULY 3. 4. 8. 10. 15. 16. 19. 22. 25. 26.
 DATES OF SURVEY WHILE BUILDING
 During erection on board vessel - - - AUG. 1. 8. 9. 12. 13. 14. 15. 19. 21. 26. 27. 31. SEPT. 5. 16. 18. 20. 22. 24. 25. OCT. 1. 4.
 GLASGOW SURVEYOR'S VISITS. 14TH & 21ST MAY 1940.
 Total No. of visits. 69.

Dates of Examination of principal parts—Cylinders LP 21/4/40 HP 20/5/40 Slides 6-6-40 Covers 6-6-40
 Pistons 5-6-40 Piston Rods 15-7-40 Connecting rods 15-7-40
 Crank shaft 15-7-40 Thrust shaft 15-5-40 Intermediate shafts 25-6-40
 Tube shaft ✓ Screw shaft Working 18-5-40 Spare 7-6-40 Propeller 16-9-40
 Stern tube 14-5-40 Engine and boiler seatings 14-5-40 Engines holding down bolts 23-9-40
 Completion of fitting sea connections 21-5-40
 Completion of pumping arrangements 4-10-40 Boilers fixed 22-7-40 Engines tried under steam 25-9-40
 Main boiler safety valves adjusted 24-9-40 Thickness of adjusting washers 6 3/4" in 1 1/4" 6 3/8" in 1 1/8" 7 1/2" in 1 1/2" 7 1/2" in 1 1/2"
 Crank shaft material S Identification Mark 9253 C.M.H. Thrust shaft material S Identification Mark AUB 3025
 Intermediate shafts, material S Identification Marks 9253 C.M.H. Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material S Identification Mark 9253 C.M.H. Steam Pipes, material S.D. Steel Test pressure 660 lbs Date of Test 25/7/40
 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
 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 Rules & approved plans. The materials & workmanship are sound & good. They have been efficiently installed aboard the vessel. Their soundness & fitness is found satisfactory.
 This machinery is eligible in my opinion to be classed in the Special Register Book with Notation
 + L19C 10-40 T.S.C. & the notation 3 DB; 220 lbs./sq. inch Superh. One LP turbine OR gearing. Fitted for oil fuel 10-40 F.P. above 120°F.

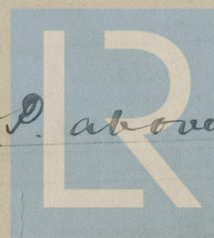
The amount of Entry Fee ... £ 6 : 0 :
 Special ... £ 104 : 4 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 10TH OCT. 1940.
 When received, 18-10-1940

Charles H. Humber.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW

Assigned - L19C 10.40

Fitted for oil fuel 220 lbs. above 120°F



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