

Rpt. 4.

No. 20514.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

MAR -2 1938

Date of writing Report 31. 12 1937 When handed in at Local Office 25th Feb. 1938 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 14th MARCH 1934 Last Survey 25th FEBRUARY 1938
 Reg. Book. T/SS "Blair Buchanan" (Number of Voids 84)
 Built at Glasgow By whom built Glasgow Dockyard Co. Ltd. Yard No. 431 Tons { Gross 7265.91
 Engines made at Glasgow By whom made John Kincaid & Co. Ltd. Engine No. 690 When built 1938
 Boilers made at ditto By whom made ditto Boiler No. 690 When made 1938
 Registered Horse Power 1370 Owners Blair Buchanan & Co. Ltd. Port belonging to Glasgow
 Nom. Horse Power as per Rule 1146 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Foreign

ENGINES, &c. — Description of Engines Triple Expansion (285) 6 HP Turbine Revs. per minute 92
 Dia. of Cylinders 26.42.68 Length of Stroke 48 No. of Cylinders 6 No. of Cranks 6
 Crank shaft, dia. of journals as per Rule 14.4 Crank pin dia. 15" Crank webs Mid. length breadth Thickness parallel to axis 9 1/8"
 Intermediate Shafts, diameter as per Rule 13.41 Thrust shaft, diameter at collars as per Rule 14.4 Thickness around eye-hole 6 7/8"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 15.3 Is the lube shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 7.8 Thickness between bushes as per Rule 5.7 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes
 Propeller, dia. 17.0 Pitch 19.10 1/2 No. of Blades 3 Material Brass Whether Movable Yes Total Developed Surface 88 sq. feet
 Feed Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 4 (2.15 1/2 x 11 1/2 x 24) (2.12 1/2 x 9 1/2 x 24) Pumps connected to the { No. and size 4 (2.7 1/2 x 9 1/2 x 15) (1.10 1/2 x 12 1/2 x 21) (1.9 1/2 x 11 1/2 x 18)
 How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size 1. 10 1/2 x 12 1/2 x 21 Lubricating Oil Pumps, including Spare Pump, No. and size 3 at 9 1/2 x 10 1/2 x 24
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room ER. 2.3 1/2 x 1.3" BR. 2 2 1/2 x 2.3 1/2 Tunnel Well 1. 2 1/2
 In Pump Room Yes In Holds, &c. 9 1/2 1. 2. 3 1/2 9 1/2 2. 3 1/2 9 1/2 3. 2. 2 1/2 6 1/2 2. 2 1/2
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 at 13" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 15 1/2"
 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 None
 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 Yes
 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 Yes
 What pipes pass through the deep tanks None Have they been tested as per Rule Yes
 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 U.E.R. PLATFORM

MAIN BOILERS, &c. — (Letter for record S) Total Heating Surface of Boilers 14480 ft²
 Is Forced Draft fitted Yes No. and Description of Boilers 5 Single Ended Working Pressure 220
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? —
 Is the donkey boiler intended to be used for domestic purposes only —

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)
 Superheaters Certificate Copy General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied Propeller Shaft complete (with continuous liner)
Stamped 1R 7365 W.G.M. 8.12.37 also 4 Brown Blades

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

Director. Manufacturer.



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Lloyd's Register
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NOV. 1. 3. 5. 8. 10. 12. 15. 14. 22. 25. 29. 30. DEC. 1. 3. 6. 8. 10. 15. 14. 20. 21. 23. 24. 24. 29. 30. 31. (1935) JAN. 5. 7. 11. 12.
13. 14. 14. 18. 20. 21. 24. 26. 24. 28. 31. FEB. 2. 4. 4. 8. 9. 10. 11. 15. 17. 25.

Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - - -

Total No. of visits.

84

Dates of Examination of principal parts—Cylinders 1-11-37 Slides 15-11-37 Covers 8-11-37
Pistons 5-11-37 Piston Rods 22-11-37 Connecting rods 25-11-37
Crank shaft 30-11-37 Thrust shaft on 2nd Repl on L.P. Turbine Intermediate shafts 24-12-37
Tube shaft ✓ Screw shaft 30-11-37 Propeller 29-11-37
Stern tube 29-11-37 Engine and boiler seatings 25-11-37 Engines holding down bolts 27-1-38
Completion of fitting sea connections 20-12-37
Completion of pumping arrangements 11-2-38 Boilers fixed 10-2-38 Engines tried under steam 14-2-38
Main boiler safety valves adjusted 11-2-38 Thickness of adjusting washers 11-2-38
Crank shaft material S Identification Mark LR 4365 WGM Thrust shaft material on 2nd Repl Identification Mark ✓
Intermediate shafts, material S Identification Marks LR 4365 WGM Tube shaft, material — Identification Mark —
Screw shaft, material S Identification Mark LR 433 WGM Steam Pipes, material S Test pressure 660 lb Date of Test 12-1-38 64-2-38
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 yes If so, state name of vessel "F. Blau Blumming" Enk Repl 20485

General Remarks (State quality of workmanship, opinions as to class, &c. These Engines & Boilers have been built under special survey in accordance with the approved plans & workmanship & material are of good quality. They have been securely fitted on board, tried under steam & found satisfactory. The machinery is eligible in my opinion for the record of LMC 2-38. Notation of Fitted for oil fuel 2-38 F.P. above 150°F + 15 SB (opt). The two L.P. Turbines (Enk Repl 19059166) now securely fitted on board.

GLASGOW

Certificate to be sent to

The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 6 : - : When applied for,
Special ... £ 28 : 13 : 21 FEB 1938
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 25 FEB 1938

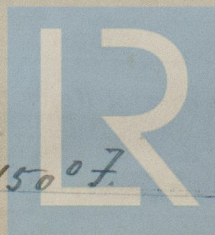
Committee's Minute GLASGOW 1 MAR 1938

Assigned + LMC 238 70

Fitted for oil fuel 238 F.P. above 150°F.

W. Gordon-Mitchell

Engineer Surveyor to Lloyd's Register of Shipping.



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