

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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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. on the T/Ss "Blair Buchanan" (Number of Vessels 34)
 Built at Glasgow By whom built Glasgow Dockyard Co. L^d Yard No. 431 Tons { Gross 7265.91 Net 3692.25 When built 1938
 Engines made at Glasgow By whom made John Kincaid & Co. L^d Engine No. 690 When made 1938
 Boilers made at ditto By whom made ditto Boiler No. 690 When made 1938
 Registered Horse Power 1370 Owners Blair Buchanan Steamers L^d 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 (2 1/2) 6 HP Turbines 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 as fitted 15" Crank pin dia. 15" Crank webs Mid. length breadth 9 1/8" Thickness parallel to axis 6 7/8"
 Intermediate Shafts, diameter as per Rule 13.41 as fitted 14. 3/8" Thrust shaft, diameter at collars as per Rule 14.4 as fitted 15"
 Tube Shafts, diameter as per Rule 15.3 as fitted 16 3/8" Is the screw shaft fitted with a continuous liner Yes
 Screw Shaft, diameter as per Rule 7.8 as fitted 7 7/8" Thickness between bushes as per Rule 5.7 as fitted 5 1/4" Is the after end of the liner made watertight in the propeller boss Yes
 Bronze Liners, thickness in way of bushes as per Rule 7.8 as fitted 7 7/8" Thickness between bushes as per Rule 5.7 as fitted 5 1/4" 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 shaft No If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 15. 2 1/2"
 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 —
 Bilge Pumps worked from the Main Engines, No. None Diameter — Stroke — Can one be overhauled while the other is at work —
 Feed Pumps { No. and size 4 (2. 15 1/2 + 11 1/2 + 24) (2. 12 1/2 + 9 1/2 + 24) Pumps connected to the Main Bilge Line { No. and size 4 (2. 7 1/2 + 9 + 15) (1. 10 1/2 + 12 1/2 + 21) (1. 9 1/2 + 11 + 18) How driven Steam How driven Steam
 Ballast Pumps, No. and size 1. 10 1/2 + 12 1/2 + 21 Lubricating Oil Pumps, including Spare Pump, No. and size 3 at 9 1/2 + 10 1/2 + 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 + 1. 3" BR. 2. 2 1/2 + 2. 3 1/2 Tunnel Well 1. 2 1/2
 In Pump Room — In Holds, &c. 9" 1. 2. 3" 9" 2. 2. 3 1/2" 9" 3. 2. 2 1/2" from Bunker 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 —
 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 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 —
 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 LR 7365 W.G.M. 8. 12 37 also 4 Brass blades

NOTE:—The words which do not apply should be crossed out.

The foregoing is a correct description,
 For JOHN G. KINCAID & CO. LIMITED.
M. Carter Director. Manufacturer.



