

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

OCT 17 1940

Date of writing Report 8<sup>th</sup> OCT 1940 When handed in at Local Office 10<sup>th</sup> OCT 1940 Port of GREENOCK

No. in Survey held at GREENOCK Date, First Survey 30<sup>th</sup> JANUARY 1940 Last Survey 4-10-40 19  
 Reg. Book. 7257 on the S.S. BURNSIDE (Number of Visits 69) Tons { Gross 5659  
 Net 3280

Built at GLASGOW By whom built BARCLAY CURLE & CO. Yard No. 676 When built 1940

Engines made at GREENOCK By whom made J. G. KINCAID & CO. L<sup>td</sup> Engine No. 704 When made 1940

Boilers made at GREENOCK By whom made J. G. KINCAID & CO. L<sup>td</sup> Boiler No. 704 When made 1940

Registered Horse Power Owners BURNS PHILIP & CO. L<sup>td</sup> Port belonging to SUSA

Nom. Horse Power as per Rule (584) 670 with turbines 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 Crank pin dia. 14 1/8" Crank webs Mid. length breadth 1.9 1/4" Thickness parallel to axis 9"  
 as fitted 14 1/8" Mid. length thickness 9" shrunk Thickness around eye-hole 6 5/16"

Intermediate Shafts, diameter as per Rule 13.408" 13.25 on turbine Thrust shaft, diameter at collars as per Rule 14.078" 13.91  
 as fitted 13 1/2" as fitted 3.607" 14.17"

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

Bronze Liners, thickness in way of bushes as per Rule .762 Thickness between bushes as per Rule .5713" Is the after end of the liner made watertight in the  
 as fitted 35/32 as fitted 19/32 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  
 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" post No. of Blades 4 Material Stainless St. 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 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"

Pump Room Yes In Holds, &c. N<sup>o</sup> 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 Yes

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  
below

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 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.

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 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 Yes 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.  
W. Cairns Director Manufacturer.



