

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report

19

When handed in at Local Office

6th July 1932 Port of BelfastNo. in Survey held at
Reg. Book.Date, First Survey 12th July 1932Last Survey 1st July 1932

on the

S. S. 'BHADRABATI'

(Number of Visits 63)

Tons { Gross 1307
Net 553

Built at Glasgow

By whom built Harland & Wolff Ltd.

Yard No. 9259.

When built 1932

Engines made at Belfast

By whom made Harland & Wolff Ltd.

Engine No. 9259.

When made 1932

Boilers made at Belfast

By whom made Harland & Wolff Ltd.

Boiler No. 9259.

When made 1932

Registered Horse Power

Owners Bombay Steam Navigation Co. Ltd.

Port belonging to Bombay

Nom. Horse Power as per Rule

269

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted Yes

Trade for which Vessel is intended

Ocean-going

ENGINES, &c.—Description of Engines

Inverted - triple-expansion

Dia. of Cylinders 17" 29" - 48"

Length of Stroke 33"

No. of Cylinders three

Revs. per minute 140

Crank shaft, dia. of journals

as per Rule 9.365"

Crank pin dia. 9 3/8"

Crank webs

Mid. length breadth 18 1/2"

No. of Cranks three

Thickness parallel to axis 6 1/2"

Intermediate Shafts, diameter

as per Rule 8.98"

as fitted 9 1/2"

Thrust shaft, diameter at collars

as per Rule 9.365"

as fitted 9 1/2"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 19.87"

as fitted 10 1/2"

Is the shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 3"

as fitted 2 1/2"

Thickness between bushes

as per Rule 3 1/2"

as fitted 3 1/2"

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

shaft. If so, state type

Yes

Length of Bearing in Stern Bush next to and supporting propeller 4 1/2"

Propeller, dia. 11' 6"

Pitch 9' 9"

No. of Blades four

Material Man. Br.

whether Movable Solid

Total Developed Surface 50.5 sq. feet

Feed Pumps worked from the Main Engines, No. two

Diameter 3 1/4"

Stroke 18"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No. two

Diameter 3 1/4"

Stroke 18"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

How driven

Pumps connected to the

No. and size

Main Bilge Line

How driven

Ballast Pumps, No. and size

No. and size

How driven

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

In Pump Room

In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size

No. and size

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers

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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

MAIN BOILERS, &c.—(Letter for record S.)

Total Heating Surface of Boilers 4546 sq. ft.

Is Forced Draft fitted

Yes

No. and Description of Boilers Two single-ended cyl. mult.

Working Pressure 200 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED?

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

(If not state date of approval)

Main Boilers Yes

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

Yes

See attached list.

The foregoing is a correct description,
For HARLAND AND WOLFF, LIMITED.

A. J. Marshall
Assistant Secretary

Manufacturer.



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Lloyd's Register
Foundation

002498-002505-0321

1932
 During progress of work in shops -- 12. 16. 19. 22. 24. 25. 29 Mar 2. 3. 4. 8. 10. 11. 15. 16. 21. 22. 24. 30. 31 Apr 5. 7. 8. 11.
 During erection on board vessel -- 13. 14. 18. 20. 22. 26. 27 May 3. 4. 6. 9. 10. 11. 12. 14. 18. 19. 20. 23. 24. 25. 26. 27. 31 June 2. 3. 6. 7.
 8. 9. 15. 14. 21. 23. 24. 27. 28. 29 July 1
 Total No. of visits 62

Dates of Examination of principal parts—Cylinders 20. 5. 32 Slides 17. 6. 32 Covers 17. 6. 32
 Pistons 15. 6. 32 Piston Rods 2. 6. 32 Connecting rods 2. 6. 32
 Crank shaft 2. 6. 32 Thrust shaft 17. 6. 32 Intermediate shafts 23. 6. 32
 Tube shaft 17. 6. 32 Propeller 17. 6. 32
 Stern tube 9. 6. 32 Engine and boiler seatings Engines holding down bolts
 Completion of fitting sea connections Boilers fixed Engines tried under steam
 Completion of pumping arrangements Thickness of adjusting washers
 Main boiler safety valves adjusted
 Crank shaft material S.M. Steel Identification Mark Lloyd's No 178 Thrust shaft material S.M. Steel Identification Mark Lloyd's No 179
 Intermediate shafts, material S.M. Steel Identification Marks Lloyd's No 180 Tube shaft, material Identification Mark
 Screw shaft material S.M. Steel Identification Mark Lloyd's No 179 Steam Pipes, material Test pressure Date of Test
 Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.
 Have the requirements of the Rules for the use of oil as fuel been complied with
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo 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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of his vessel has been constructed under special survey. The materials and workmanship are sound and good. The machinery has been despatched to Glasgow for installation on board.

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

The amount of Entry Fee ... £ 3 : 0 :
 Special 4/5 Breakfast £ 2.50 : 7 :
 Donkey Boiler Fee 1/5 Glasgow 13.20 : 5 :
 Travelling Expenses (if any) £ : :
 When applied for, 6 July 1932
 When received, 10/8/32

R. Lee Amers
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 13 SEP 1932

Assigned H.M.C. 9.32.F.D.
 Lion port fuel 9.32 on 1st Sept 52880.
 T.P. above 180°F

CERTIFICATE WRITTEN



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