

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

SEP. 1929

Received at London Office

Date of writing Report 1929 When handed in at Local Office 9.9.29 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 6.11.28 Last Survey 29.8.1929

Reg. Book. on the new steel S/S "BAHADUR" (Number of Visits 67)

Built at Port Glasgow By whom built Lithgow & Co. Yard No. 823 Tons { Gross 5024 Net 3397

Engines made at Glasgow By whom made David Rowan & Co. Ltd. Engine No. 895 when made 1929

Boilers made at Glasgow By whom made David Rowan & Co. Ltd. Boiler No. 895 when made 1929

Registered Horse Power 446 Owners Port belonging to

Nom. Horse Power as per Rule 446 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 80

Dia. of Cylinders 24½" 42" 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.718" Crank pin dia. 14" 8.0" Crank webs Mid. length breadth 22½" Thickness parallel to axis 9" shrunk Thickness around eye-hole 6½"

Intermediate Shafts, diameter as per Rule 13.122" as fitted 13¼" Thrust shaft, diameter at collars as per Rule 13.718" as fitted 14" (Michell)

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 14.622" as fitted 15½" Is the { tube screw } shaft fitted with a continuous liner { yes

Bronze Liners, thickness in way of bushes as per Rule 7.46 as fitted 7/8" Thickness between bushes as per Rule 5.59 as fitted 13" 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 yes

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 Length of Bearing in Stern Bush next to and supporting propeller 64½"

Propeller, dia. 18'3" Pitch 17'6" No. of Blades 4 Material Bronze whether Moveable yes Total Developed Surface 100 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 4½" Stroke 24" Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4½" Stroke 24" Can one be overhauled while the other is at work yes

Feed Pumps { No. and size 2@10½" x 8" x 22" How driven steam Pumps connected to the { No. and size 1@9½" x 7" x 21" and ballast pumps Main Bilge Line How driven steam

Ballast Pumps, No. and size 1@12½" x 14" x 24" Lubricating Oil Pumps, including Spare Pump, No. and size none

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 3@3"

In Holds, &c. Fitted at Eirk complete (No. 1 hold - 2@3" No. 2 hold - 2@3½" Deep tank - 2@2½" No. 3 hold - 4@2½" Tunnel well - 1@2½")

Main Water Circulating Pump Direct Bilge Suctions, No. and size one @ 4¾" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one @ 4¾" 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 both

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 both

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 forward hold suction How are they protected under timber boards

What pipes pass through the deep tanks Eirk Have they been tested as per Rule Eirk

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 bridge deck

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 5972 sq. ft.

Is Forced Draft fitted yes No. and Description of Boilers 2 SB Working Pressure 210

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers yes Auxiliary Boilers — Donkey Boilers yes (copy)

Superheaters — General Pumping Arrangements with Ship's report Oil fuel Burning Piping Arrangements —

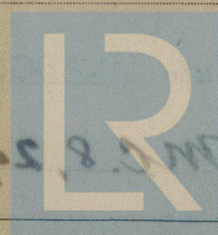
SPARE GEAR. State the articles supplied:— In accordance with the Rules and in addition ½ crankshaft, two propeller blades, one screw shaft, one L.P. valve spindle, one impeller and spindle for centrifugal circulating pump

The foregoing is a correct description,

For David Rowan &amp; Co. Ltd.

Archd. H. Grierson.

Manufacturer.



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Lloyd's Register Foundation

W147-0198



780241  
During progress of work in shops -- 1928 Nov 6 Dec 4-6-7-10-17-24 (1929) Jan 21 Feb 5-6-8-16-25-27 Mar 4-5-7-8-13-15-21-25-28-29  
Dates of Survey while building During erection on board vessel ---  
Total No. of visits 67

Dates of Examination of principal parts—Cylinders 22-5-29 Slides 23-5-29 Covers 13-6-29  
Pistons 27-6-29 Piston Rods 27-6-29 Connecting rods 13-6-29  
Crank shaft 11-6-29 Thrust shaft 7-6-29 Intermediate shafts 22-5-29  
Tube shaft — Screw shaft 5-7-6-29 Propeller 7-6-29  
Stern tube 23-5-29 Engine and boiler seatings E.R. Engines holding down bolts 12-8-29  
Completion of fitting sea connections E.R.  
Completion of pumping arrangements 28-8-29 Boilers fixed 9-8-29 Engines tried under steam 29-8-29  
Main boiler safety valves adjusted 20-8-29 Thickness of adjusting washers Port 1 1/2" 5/8" Starboard 1 1/2" 5/8"  
Crank shaft material I. Steel Identification Mark LLOYDS NO 895 L.C.D. 11-6-29 Thrust shaft material I. Steel Identification Mark LLOYDS NO 895 L.C.D. 11-6-29  
Intermediate shafts, material I. Steel Identification Marks LLOYDS NO 895 L.C.D. 22-5-29 Tube shaft, material — Identification Mark —  
Screw shaft, material I. Steel Identification Mark LLOYDS NO 3037 L.C.D. 5-6-29 Steam Pipes, material Iron Test pressure 630 Date of Test 5/12-8-29  
Is an installation fitted for burning oil fuel no 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 no If so, have the requirements of the Rules been complied with —  
Is this machinery duplicate of a previous case yes If so, state name of vessel "Subadar" 8-29

General Remarks (State quality of workmanship, opinions as to class, &c.)  
The materials and workmanship are good.  
The machinery has been constructed under special survey in accordance with the Rules, satisfactorily fitted in the vessel, tried under steam and found good. It is eligible in my opinion for classification and the record + L.M.C. 8.29.

9/9/29  
The amount of Entry Fee ... £ 5 :  
Special ... £ 91 : 18 :  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) £ :  
When applied for, 10 SEP 1929  
When received, 11. 9. 1929 R.M.H.

L.S. Davis  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 10 SEP 1929

Assigned + L.M.C. 8.29 70.  
CERTIFICATE WRITTEN.