

Rpt. 4.

No. 29691

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 When handed in at Local Office 2 APR. 1928 Port of Sunderland
 No. in Survey held at Sunderland Date, First Survey 21st June 27 Last Survey 24 Mch 1928
 Reg. Book. 39984 on the S. S. "BADJESTAN" (Number of Visits 66)
 Gross Tons 5573
 Net Tons 3353
 Built at Sunderland By whom built Bartram & Sons, L^d Yard No. 260 When built 1928
 Engines made at Sunderland By whom made MacColl & Pollock, L^d Engine No. 352 when made 1928
 Boilers made at Sunderland By whom made MacColl & Pollock, L^d Boiler No. 352 when made 1928
 Registered Horse Power Owners Hindustan Steam Shipping Co L^d Port belonging to Newcastle
 Nom. Horse Power as per Rule 415 4/8 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended General cargo Is Heavy wear, of these valves new as found with ordinary valves fitted 2.29

ENGINES, &c.—Description of Engines Single Screw Triple Expansion Patent Oscillating Valves Revs. per minute 64
 Dia. of Cylinders 21 1/2" - 37" - 65" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 12.936" Crank pin dia. 13 5/8" Crank webs Mid. length breadth 25 3/8" Thickness parallel to axis 8 3/16"
 as fitted 13 5/8" Mid. length thickness 8 3/16" shrunk Thickness around eye-hole 5 3/4"
 Intermediate Shafts, diameter as per Rule 12.32" Thrust shaft, diameter at collars as per Rule 12.936"
 as fitted 13" as fitted 13 5/8"
 Tube Shafts, diameter as per Rule 13.84" Is the tube shaft fitted with a continuous liner Yes
 as fitted 14 1/2" as fitted 14 1/2"
 Bronze Liners, thickness in way of bushes as per Rule 7/22" Thickness between bushes as per Rule 5/16" Is the after end of the liner made watertight in the
 as fitted 3/4" as fitted 5/8"
 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 Yes Length of Bearing in Stern Bush next to and supporting propeller 4' 10"
 Propeller, dia. 18' 3" Pitch 15' 9" No. of Blades 4 Material C.I. & Steel Whether Movable No Total Developed Surface 105 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3 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 3 1/2" Stroke 24" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 1 - 6" x 8 1/2" x 18" 1 - 7 1/2" x 5" x 6" Pumps connected to the { No. and size 1 - 9 1/2" x 11 1/2" x 11"
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size 1 - 9 1/2" x 11 1/2" x 11" Lubricating Oil Pumps, including Spare Pump, No. and size 1
 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 3 @ 3" Dia.
 In Holds, &c. Fore Hold 2 @ 3" Dia., Fore Main Hold 2 @ 3" Dia., Reserve Bunkers 2 @ 3" Dia., Aft Main Hold 2 @ 3" Dia.,
Deep Tank 2 @ 3" Dia., Aft Hold 2 @ 3" Dia., Tunnel Well 1 @ 2 1/4" Dia.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 7" Dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 @ 4 1/2" Dia. 4 3/4" 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 Above
 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 Top platform.

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 5801 sq. ft.
 Is Forced Draft fitted Yes No. and Description of Boilers Three Single ended Marine type Working Pressure 220 lbs. sq. in.
 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 Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval)
 Superheaters Yes General Pumping Arrangements Yes (with Ship Report) Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—1 C.I. Propeller, 1 set of Coupling Bolts & Nuts, 2 Main Bearing Bolts & Nuts,
2 Top End Bolts & Nuts, 2 Bottom End Bolts & Nuts, 1 set of Feed Pump Valves & Seats for each Pump,
1 set of Bilge Pump Valves & Seats for each Pump, 100 Assorted Bolts & Nuts, 1 Cut Bar of Assorted Iron,
1 cut of Steel Plate, 1 Propeller Shaft, 2 Feed Check Valve Sides & Seats for each Boiler,
12 Cylinder Cover Studs, 4 Patent Tube Stoppers, 4 Common Tube Stoppers, 12 Turn Ring Bolts & Nuts
12 Condenser Tubes, 1 complete set of Rings for H. P. M. P. & L. P. Pistons & Slide Rod Metallic Packing.
2 Oscillating Valves for H. P. Cylinders, 2 Oscillating Valves for M. P. Cylinders,
2 H. P. Valve Sinks, Complete Set of Bushes for Valve covers.

The foregoing is a correct description,
 PER PRO MACCOLL & POLLOCK LTD.

J. H. Pulling

Manufacturer.



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Lloyd's Register
 Foundation

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1927. June 21, 27, 28. July 17, 12, 19, 21, 25. Aug. 3, 9, 10, 16, 19, 23, 25. Sep. 7, 16, 22, 26, 27, 28. Oct. 7, 10, 12, 14, 17, 20, 21, 24, 27, 28. Nov. 1, 9, 11, 14, 17, 19, 22, 24, 30. Dec. 1, 6, 14, 19, 28. Jan. 4, 12, 17, 24, 27. 18, 19, 20, 21, 22, 29. Feb. 9, 13, 14, 15, 19, 20, 21, 24. Total No. of visits 66

Dates of Examination of principal parts—Cylinders 11-11-27 Oscillating 6-12-27 Covers 17-11-27
Pistons 14-11-27 Piston Rods 12-10-27 Connecting rods 4-10-27
Crank shaft 21-7-27 (Vienna) Thrust shaft 26-9-27 Intermediate shafts 26-9-27
Tube shaft ✓ Screw shaft 26-9-27 Propeller 4-10-27
Stern tube 19-7-27 Engine and boiler seatings 28-9-27 Engines holding down bolts 1-12-27
Completion of fitting sea connections 10-8-27

Completion of pumping arrangements 14-3-28 Boilers fixed 30-11-27 Engines tried under steam 19-3-28
Main boiler safety valves adjusted 8-2-28 Thickness of adjusting washers P.P. 3/8" P.S. 1/2" B.P. 1/2" B.S. 3/4" S.P. 3/8" S.S. 1/2" LLOYDS No. 757
Crank shaft material Ingot Steel Identification Mark H.T. 21-7-27 Thrust shaft material Ingot Steel Identification Mark A.T.G. 26-9-27
Intermediate shafts, material Ingot Steel Identification Marks SEE BELOW Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Ingot Steel Identification Mark (H) LLOYDS No. 1014, (S) LLOYDS No. 1013, A.T.G. 26-9-27 Steam Pipes, material SOLID DRAWN STEEL Test pressure 660 lbs. Date of Test 14-10-27
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 carrying and burning oil fuel been complied with ✓
Is this machinery duplicate of a previous case No If so, state name of vessel ✓

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, and satisfactorily fitted in the vessel, and is eligible in our opinion for classification and the notation
✱ L.M.C. 3, 28

Intermediate Shafts (B) LLOYDS No. 634, (C) LLOYDS No. 633, (D) LLOYDS No. 635, (E) LLOYDS No. 671, (F) LLOYDS No. 13088
Identification Marks (G) LLOYDS No. 13089, (H) LLOYDS No. 13087 A.T.G. 26-9-27

It is submitted that this vessel is eligible for THE RECORD. L.M.C. 3-28 C.L. F.D.

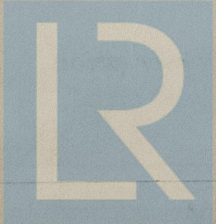
The amount of Entry Fee ... £ 5 : : When applied for,
Special ... £ 87 : 5 : 21 Mar 1928
Donkey Boiler Fee ... £ 6 : 16 : : When received,
Travelling Expenses (if any) £ 2 : 2 : 2 Apr 1928

Committee's Minute

Assigned

WED. 11 APR 1928
+ huc 3.28
C.L. F.D.

Signature of Engineer Surveyor to Lloyd's Register of Shipping.



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