

REPORT ON MACHINERY

No. 3346.

SAT. NOV. 14. 1914

Received at London Office

of writing Report *20/10/14* When handed in at Local Office *22/10/14* Port of *Calcutta*

in Survey held at *Calcutta* Date, First Survey *14-4-14* Last Survey *15-10-1914*

Book. on the *T.S.S. "BADORA"* (Number of Visits *11*)

ter *Aminulla - 14*. Built at *Bombarton* By whom built *Rivers Steam Nav. Co.* Tons { Gross *279.02* Net *164.61*

ines made at *Bombarton* By whom made *seamy & Co* when made *1914*

ers made at *do* By whom made *do* when made *1914*

Registered Horse Power *64* Owners *Rivers Steam Nav. Co. Ltd* Port belonging to *Calcutta*

Horse Power as per Section 28 *64* Is Refrigerating Machinery fitted for cargo purposes *do* Is Electric Light fitted *Yes*

MILNES, &c.—Description of Engines

No. of Cylinders	Length of Stroke	Revs. per minute	No. of Cylinders	No. of Cranks
as per rule			as per rule	
as fitted			as fitted	
The screw shaft fitted with a continuous liner the whole length of the stern tube			Is the after end of the liner made water tight	
The propeller boss			If the liner is in more than one length are the joints burned	
If the liner does not fit tightly at the part				
When the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive			If two	
s are fitted, is the shaft lapped or protected between the liners			Length of stern bush	
as per rule	Dia. of Crank shaft journals	as per rule	Dia. of Crank pin	Size of Crank webs
as fitted	as fitted	as fitted		Dia. of thrust shaft under
Dia. of screw	Pitch of Screw	No. of Blades	State whether moveable	Total surface
of Feed pumps	Diameter of ditto	Stroke	Can one be overhauled while the other is at work	
of Bilge pumps	Diameter of ditto	Stroke	Can one be overhauled while the other is at work	
of Donkey Engines	Sizes of Pumps	No. and size of Suctions connected to both Bilge and Donkey pumps		
Engine Room	<i>Three - 2" diam. ✓</i>	In Holds, &c. <i>one in each hold ✓</i>		
of Bilge Injections	<i>1 sizes 4" ✓</i>	Connected to condenser, or to circulating pump <i>C.P. ✓</i> Is a separate Donkey Suction fitted in Engine room & size <i>Yes 2" ✓</i>		
all the bilge suction pipes fitted with roses <i>Yes ✓</i> Are the roses in Engine room always accessible <i>Yes ✓</i> Are the sluices on Engine room bulkheads always accessible <i>Yes ✓</i>				
all connections with the sea direct on the skin of the ship <i>Yes ✓</i> Are they Valves or Cocks <i>main injection valve. Rest cocks, ✓</i>				
they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates <i>Yes ✓</i> Are the Discharge Pipes above or below the deep water line <i>above ✓</i>				
they each fitted with a Discharge Valve always accessible on the plating of the vessel <i>Yes ✓</i> Are the Blow Off Cocks fitted with a spigot and brass covering plate <i>Yes ✓</i>				
at pipes are carried through the bunkers <i>how ✓</i> How are they protected <i>✓</i>				
all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times <i>Yes ✓</i>				
the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges <i>Yes ✓</i>				
es of examination of completion of fitting of Sea Connections <i>27-7-14</i> of Stern Tube <i>27-7-14</i> Screw shaft and Propeller <i>27-7-14 ✓</i>				
he Screw Shaft Tunnel watertight <i>✓</i> Is it fitted with a watertight door <i>✓</i> worked from <i>✓</i>				

MILNES, &c.—(Letter for record) Manufacturers of Steel

al Heating Surface of Boilers	Is Forced Draft fitted	No. and Description of Boilers
orking Pressure	Tested by hydraulic pressure to	Date of test
each boiler be worked separately	Area of fire grate in each boiler	No. and Description of Safety Valves to
boiler	Area of each valve	Pressure to which they are adjusted <i>130 Lbs 0" ✓</i> Are they fitted with easing gear <i>Yes ✓</i>
allest distance between boilers or uptakes and bunkers or woodwork	Mean dia. of boilers	Length
ickness	Range of tensile strength	Are the shell plates welded or flanged
7. seams	Diameter of rivet holes in long. seams	Pitch of rivets
centages of strength of longitudinal joint	Working pressure of shell by rules	Size of manhole in shell
e of compensating ring	No. and Description of Furnaces in each boiler	Material
ngth of plain part	Thickness of plates	Description of longitudinal joint
orking pressure of furnace by the rules	Combustion chamber plates: Material	Thickness: Sides
ch of stays to ditto: Sides	Back	Top
terial of stays	Diameter at smallest part	Area supported by each stay
terial	Thickness	Pitch of stays
meter at smallest part	Area supported by each stay	Working pressure by rules
ickness	Material of Lower back plate	Thickness
meter of tubes	Pitch of tubes	Material of tube plates
ch across wide water spaces	Working pressures by rules	Girders to Chamber tops: Material
ickness of girder at centre	Length as per rule	Distance apart
orking pressure by rules	Superheater or Steam chest; how connected to boiler	Can the superheater be shut off and the boiler worked
rately	Diameter	Length
s	Pitch of rivets	Working pressure of shell by rules
stiffened with rings	Distance between rings	Working pressure by rules
orking pressure of end plates	Area of safety valves to superheater	Are they fitted with easing gear

IS A DONKEY BOILER FITTED? ✓

If so, is a report now forwarded? ✓

SPARE GEAR. State the articles supplied:—

Two connecting rod bolts for each
Two main bearing bolts ✓ One set coupling bolts ✓
Set of feed & bilge pump valves ✓ One spare tail sh.
Also assorted bolts, nuts & bars of various sizes ✓

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits

14, 24, 31 July. 1, 19 August. 3rd Sept. 2, 9, 12, 13 & 15 October.
Eleven.

Is the approved plan of main boiler forwarded herewith

" " " donkey " " "

Dates of Examination of principal parts—Cylinders

Slides

Covers

Pistons

Rods

Connecting rods

Crank shaft

Thrust shaft

Tunnel shafts

Screw shaft

Propeller

Stern tube

Steam pipes tested

Engine and boiler seatings

Engines holding down bolts

Completion of pumping arrangements

Boilers fixed

Engines tried under steam

Main boiler safety valves adjusted

Thickness of adjusting washers

Material of Crank shaft

Identification Mark on Do.

Material of Thrust shaft

Identification Mark on Do.

Material of Tunnel shafts

Identification Marks on Do.

Material of Screw shafts

Identification Marks on Do.

Material of Steam Pipes

Test pressure

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 Section 49 of the Rules 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 engines & boilers were made at Lumbarton in 1914, & shipped to Calcutta for re-erection & completion on board.

This work has now been satisfactorily completed in accordance with the Rules. Steam & feed pipes have been tested to 260 lbs. hydraulic pressure, with good results. Main safety valves adjusted to 130 lbs per sq. in. under steam.

Machinery tried under steam on completion & found in good order throughout.

The machinery of this vessel is eligible in my opinion have record in the Register Book of + L.M.C. (8) 1914.

10 Subsequent dates

John H. Mackenzie

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 10.14.

The amount of Entry Fee ... £ 112/- :
Special ... £ :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ :

When applied for,

16/10/1914

When received,

17/11/1914

Engineer Surveyor to Lloyd's Register of British & Foreign Shipping of Great Britain

Committee's Minute

TUE NOV 17 1914

Assigned

+ L.M.C. 10.14

MACHINERY CERTIFICATE
WRITTEN



© 2020

Lloyd's Register
Foundation