

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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Date of writing Report 7.4.1949 When handed in at Local Office 10 Port of Karachi  
 Date, First Survey 8.1.49 Last Survey 21.3.1949  
 (Number of Visits 5)  
 on the steel screw steamer FRAVARTA (ex H.M. Trawler) Tons 445  
 {Gross  
 Net  
 When built 1942  
 By whom built Alcock, Ashdown, & Co Yard No. N.C.P. 8  
 Engines made at No record By whom made \_\_\_\_\_ Engine No. \_\_\_\_\_ When made \_\_\_\_\_  
 Boilers made at No record By whom made \_\_\_\_\_ Boiler No. \_\_\_\_\_ When made \_\_\_\_\_  
 Registered Horse Power \_\_\_\_\_ Owners East & West Steamship Co Port belonging to Karachi  
 Nom. Horse Power as per Rule 155 = MN Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which Vessel is intended Bargo service, Persian Gulf to Chittagong.

**ENGINES, &c.—Description of Engines** Triple Expansion Revs. per minute 130  
 Dia. of Cylinders 13 1/2 : 23 : 38 Length of Stroke 27 1/4 No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 7.5.3" Crank pin dia. 1 1/8" Crank webs Mid. length breadth 15 3/4" Thickness parallel to axis \_\_\_\_\_  
as fitted 7 1/2" 1 1/8" 4 1/2" shrunk Thickness around eye-hole \_\_\_\_\_  
 Intermediate Shafts, diameter as per Rule 7.17" Thrust shaft, diameter at collars as per Rule 7.5.3"  
as fitted 7 7/8" as fitted 7 7/8"  
 Main Shafts, diameter \_\_\_\_\_ Screw Shaft, diameter as per Rule 8.03 Is the tube shaft fitted with a continuous liner No  
as fitted \_\_\_\_\_ as fitted 8 1/2" screw  
 Bronze Liners, thickness in way of bushes as per Rule \_\_\_\_\_ Thickness between bushes as per Rule \_\_\_\_\_ Is the after end of the liner made watertight in the  
as fitted \_\_\_\_\_ as fitted \_\_\_\_\_ \_\_\_\_\_  
 Propeller boss \_\_\_\_\_ 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 \_\_\_\_\_  
 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 tub \_\_\_\_\_  
 aft Yes If so, state type Yes, Lubritz Length of Bearing in Stern Bush next to and supporting propeller 36 1/2"  
 Propeller, dia. 8'-9" Pitch 9'-4" No. of Blades 3 Material C.I. whether Moveable No Total Developed Surface 30 sq. feet  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 7/16" Stroke 15" Can one be overhauled while the other is at work Yes  
 Main Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 7/16" Stroke 15" Can one be overhauled while the other is at work Yes  
 Suction Pumps { No. and size 1 of 3" Diam. Suction Pumps connected to the { No. and size 1 of 3" Diam. Suction  
 How driven Wear's Steam Main Bilge Line How driven Wear's Steam & 2 M.E. pumps  
 Main Bilge Pumps, No. and size \_\_\_\_\_ Lubricating Oil Pumps, including Spare Pump, No. and size \_\_\_\_\_  
 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 2 (3) of 2 1/2" bore In Holds, &c. 1 of 2 1/2" bore

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 5" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 2 of 2 1/2" bore 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 Valves  
 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 \_\_\_\_\_  
 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 worked from \_\_\_\_\_

**MAIN BOILERS, &c.—** (Letter for record \_\_\_\_\_) Total Heating Surface of Boilers 2606 sq. ft.  
 Which Boilers are fitted with Forced Draft One Main Boiler Which Boilers are fitted with Superheaters None  
 No. and Description of Boilers 1 Marine Multitubular Working Pressure 200 lb/sq. in  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? \_\_\_\_\_  
 Can the donkey boiler be used for domestic purposes only Yes

**PLANS.** Are approved plans forwarded herewith for Shafting \_\_\_\_\_ Main Boilers \_\_\_\_\_ Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
 (If not state date of approval)  
 Superheaters \_\_\_\_\_ General Pumping Arrangements \_\_\_\_\_ Oil fuel Burning Piping Arrangements \_\_\_\_\_

**SPARE GEAR.**  
 Is the spare gear required by the Rules been supplied Yes  
 What is the principal additional spare gear supplied 1 complete bottom end bearing; 1 complete top end bearing  
 1 complete set of pads for Mitchell Thrust block; 1 set each of suction & delivery  
 pump valves & seats for attached pumps; 1 set suction & delivery valves for independent  
 feed pump; 1 set for General service pump; 1 set Air pump valves; 1 Main  
 Check Valve cover; 1 set H.P. Piston rings; 12 Boiler tube stoppers; 1 set  
 set fuel nozzles complete; 2 sets assorted nuti shafts.

The foregoing is a correct description.

Manufacturer.

002725 - 002735 - 0105



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

Dates of Examination of principal parts—Cylinders 14.12.48 Slides 14.12.48 Covers 14.12.48  
 Pistons 14.12.48 Piston Rods 14.12.48 Connecting rods 14.12.48  
 Crank shaft 14.12.48 Thrust shaft 14.12.48 Intermediate shafts 14.12.48  
 Tube shaft ✓ Screw shaft 18.3.49 Propeller 18.3.49  
 Stern tube 18.3.49 Engine and boiler seatings 16.12.48 Engines holding down bolts 16.12.48  
 Completion of fitting sea connections 18.3.49  
 Completion of pumping arrangements 4.4.49 Boilers fixed ✓ Engines tried under steam ✓  
 Main boiler safety valves adjusted 7.4.49 Thickness of adjusting washers  
 Crank shaft material Steel Identification Mark No records Thrust shaft material Identification Mark  
 Intermediate shafts, material Steel Identification Marks No records Tube shaft, material Identification Mark  
 Screw shaft, material Steel Identification Mark No records Steam Pipes, material Steel Test pressure 350 lb/sq. in. Date of Test 21.12.48  
 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 ✓  
 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 No ✓ If so, state name of vessel

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

The machinery of this vessel is known to have been supplied by the Admiralty to the Directorate of Shipbuilding & Repairs during 1941-42, although there are now no makers marks on the engine or boiler.

The workmanship is good and the machinery is eligible, in my opinion to be classed as contemplated.

The amount of Entry Fee ...	None	:	:	When applied for,
Special ...	Deposited: 1436	:	:	19
Donkey Boiler Fee ...	£	:	:	When received,
Travelling Expenses (if any) £		:	:	19

*[Signature]*  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 17 JUN 1949

Assigned



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