

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 29th Sept. 1933 When handed in at Local Office 29th Sept. 1933 Port of GLASGOW.
 No. in Survey held at Glasgow Date, First Survey 21.6.33 Last Survey 28th Sept. 1933.
 Reg. Book 41061 on the STEEL TR. SC. SR. "PRABHAVATI" (Number of Visits 14) Tons } Gross 600
 } Net 205
 Built at Glasgow By whom built Harland & Wolff Ltd. Yard No. 929 G. When built 1933-9.
 Engines made at Belfast By whom made Do. Engine No. 929 When made 1933.
 Boiler made at Do. By whom made Do. Boiler No. 929 When made 1933.
 Registered Horse Power _____ Owners Bombay Steam Navigation Co Ltd Port belonging to Bombay.
 Nom. Horse Power as per Rule 260 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 (triple) Revs. per minute 230.
 Dia. of Cylinders _____ Length of Stroke _____ No. of Cylinders _____ No. of Cranks _____
 Crank shaft, dia. of journals _____ Crank pin dia. _____ Crank webs _____ Mid. length breadth _____ Thickness parallel to axis _____
 as per Rule _____ as fitted _____ Mid. length thickness _____ shrunk _____ Thickness around eye-hole _____
 Intermediate Shafts, diameter _____ Thrust shaft, diameter at collars _____ as per Rule _____ as fitted _____
 as per Rule _____ as fitted _____
 Tube Shafts, diameter _____ Screw Shaft, diameter _____ Is the { tube } shaft fitted with a continuous liner { screw }
 as per Rule _____ as fitted _____ as per Rule _____ as fitted _____
 Bronze Liners, thickness in way of bushes _____ Thickness between bushes _____ Is the after end of the liner made watertight in the
 as per Rule _____ 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 tube
 shaft Yes If so, state type Burgess Bros. Length of Bearing in Stern Bush next to and supporting propeller _____
 Propeller, dia. _____ Pitch _____ No. of Blades _____ Material 11, 136 whether Movable _____ Total Developed Surface _____ sq. feet
 Main Engines, No. _____ Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____
 Bilge Pumps worked from the Main Engines, No. _____ Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____
 Feed Pumps { No. and size 1-Duplex 8"x6"x8" Pumps connected to the { No. and size 1-Duplex 6"x6"x6"
 { How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size 1-Duplex 6"x6"x6" 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 6 @ 2" In Holds, &c. Fore space 1 @ 2" Passenger sets fore aft - 3 each
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 6" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 @ 3" in each of E.R. + B.R. 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 Below
 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 _____ 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 None Is it fitted with a watertight door _____ worked from _____

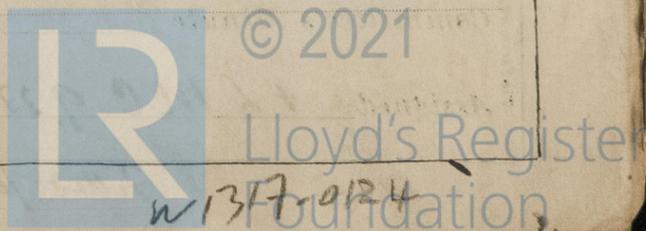
MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4563 sq. ft.
 Forced Draft fitted Yes No. and Description of Boilers 1-Cylindrical, double-ended Working Pressure 200 lb.-sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Bel. Rpt. 11.136 herewith.
 IS A DONKEY BOILER FITTED? No 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 _____ Main Boilers _____ Auxiliary Boilers _____ Donkey Boilers _____
 Superheaters _____ General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Is the spare gear required by the Rules been supplied _____
 Is the principal additional spare gear supplied Bel. Rpt. 11.136.

The foregoing is a correct description,

Manufacturer.



During progress of work in shops - - -
 Dates of Survey while building 1933. June 21. 2F. July 12. Aug 16. 24. 25. 29. Sept 7. 11. 13. 15. 19. 27. 28
 During erection on board vessel - - -
 Total No. of visits 14.

Dates of Examination of principal parts—Cylinders _____ Slides _____ Covers _____
 Pistons _____ Piston Rods _____ Connecting rods _____
 Crank shaft _____ Thrust shaft *Del. Rpt. 11, 136* _____ Intermediate shafts _____
 Tube shaft _____ Screw shaft _____ Propeller _____
 Stern tube _____ Engine and boiler seatings *16-8-33 & 19-9-33* Engines holding down bolts *11-9-33*
 Completion of fitting sea connections *16-8-33*
 Completion of pumping arrangements *19-9-33* Boilers fixed *19-9-33* Engines tried under steam *28-9-33*
 Main boiler safety valves adjusted *19-9-33* Thickness of adjusting washers *3/8" forward; 3/8" after*

Crank shaft material _____ Identification Mark _____ Thrust shaft material _____ Identification Mark _____
 Intermediate shafts, material _____ Identification Mark *Del. Rpt. 11, 136* _____ Tube shaft, material _____ Identification Mark _____
 Screw shaft, material _____ Identification Mark _____ Steam Pipes, material *Steel* Test pressure *600 lbs/sq. in.* Dates of Test *7-13-9*
 Is an installation fitted for burning oil fuel *Yes* Is the flash point of the oil to be used over 150°F. *Yes*
 Have the requirements of the Rules for the use of oil as fuel been complied with *Yes*
 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 *Yes*
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *Yes*
 Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *T.S.S. "Blendravati."*

General Remarks (State quality of workmanship, opinions as to class, &c. *This Machinery - further particulars in Belfast Report 11, 136 - has been efficiently fitted in the vessel, examined under steam and boiler safety valves adjusted. The Machinery has been tried under full power at sea with satisfactory results. It is eligible, in my opinion, to be classed in the Register Book with records & LMC - 9.33 : O.G. : Fitted for oil fuel 9.33 F.P. above 150°F.*

Particulars of Work Done
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 Date

Certificates to be sent to

The amount of Entry Fee ... £	— : — :	When applied for,
<i>1/3</i> Special ... £	<i>12-16/-</i>	<i>29-9-19-33</i>
Donkey Boiler Fee ... £	— : — :	When received,
Travelling Expenses (if any) £	— : — :	<i>18-10-33</i>

J. D. Boyle
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW** 30 OCT 1933

Assigned *+ LMC. 9.33* *FD*

Fitted for oil fuel 9.33 F.P. above 150°F.



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