

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

20 MAY 1949

Date of writing Report 7.4.1049 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)
 Tons { Gross 445
 Net
 When built 1942
 on the steel screw steamer FRAVARTTA (ex H.M. Trawler)
 Built at Bombay 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 Cargo service, Persian Gulf to Chittagong.

GINES, &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 7.53" Crank pin dia. 1 7/8" Crank webs Mid. length breadth 15 3/4 Thickness parallel to axis
 as fitted 7 1/2" Mid. length thickness 4 7/8" shrunk Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule 7.17" Thrust shaft, diameter at collars as per Rule 7.53"
 as fitted 7 7/8" as fitted
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 8.03"
 as fitted 8 1/2" Is the { tube } shaft fitted with a continuous liner { No
 as fitted
 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 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 Propeller boss 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, Lubricator 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
 Main Engines, No. 2 Diameter 27 1/16" Stroke 15" Can one be overhauled while the other is at work Yes
 Main Engines, No. 2 Diameter 27 1/16" Stroke 15" Can one be overhauled while the other is at work Yes
 Suction Pumps connected to the Main Bilge Line No. and size 1 of 3" Diam. Suction How driven Weirs Steam & 2 M.E. pumps
 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
 Pump Room

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 Values
 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?

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 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.

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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 to uenck Thrust shaft material Identification Mark
Intermediate shafts, material Steel Identification Marks to uenck Tube shaft, material Identification Mark
Screw shaft, material Steel Identification Mark to uenck Steam Pipes, material Steel Test pressure 350 4/5 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 ... A/c ... : When applied for,
Special Deput: 1436 ... 19
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 17 JUN 1949

Assigned



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