

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
 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 _____ as per Rule _____ Crank pin dia. _____ Crank webs _____ Mid. length breadth _____ Thickness parallel to axis _____
 Intermediate Shafts, diameter _____ as per Rule _____ Thrust shaft, diameter at collars _____ as per Rule _____
 Tube Shafts, diameter _____ as per Rule _____ Screw Shaft, diameter _____ as per Rule 11.136 Is the { tube } shaft fitted with a continuous liner {
 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
 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 Gerguson 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
 Feed Pumps worked from the 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. brass space 1 @ 2": Passenger sets for aft—3 each
 Pump Room 2" left space—1 @ 2": Stern tube compartment—1 @ 2": Aft store—1 @ 2"
 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 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 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. 2
 Forced Draft fitted Yes No. and Description of Boilers 1 cylindrical, double-ended Working Pressure 200 lb. in.²
 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 _____
 (If not state date of approval) _____
 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 _____

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register

w137-0124 Foundation

Rpt. 4
Date of
No. in
Reg. Bo
Built at
Engines
Boilers
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Dates of Survey while building
During progress of work in shops --
During erection on board vessel ---
Total No. of visits

1933. June 21. 28. July 12. Aug 16. 24. 28. 29. Sept 7. 11. 13. 18. 19. 27. 28

14.

Dates of Examination of principal parts—Cylinders
Pistons
Crank shaft
Tube shaft
Stern tube
Completion of fitting sea connections
Completion of pumping arrangements
Main boiler safety valves adjusted

Slides
Piston Rods
Thrust shaft
Screw shaft
Engine and boiler seatings
Engines holding down bolts
Engines tried under steam
Thrust shaft material
Tube shaft, material
Steam Pipes, material
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
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

Covers
Connecting rods
Intermediate shafts
Propeller
16-P-33 & 19-9-33
11-9-33
16-8-33
19-9-33
Boilers fixed 19-9-33
Thickness of adjusting washers 3/8" forward; 3/8" after
Identification Mark
Identification Mark
Identification Mark
Test pressure 600 lb/sq. in.
Dates of Test 7/13-9
Yes
Yes
No
Yes
T.S.S. "Blondravati."

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 record & LMC—9.33: O.G.: Fitted for oil fuel 9.33 F.P. above 150°F.

Particulars of
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particulars
PART

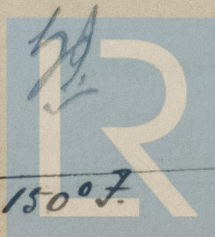
The amount of Entry Fee ... £ ... : ... :
Special ... £ 12-16/-
Donkey Boiler Fee ... £ ... : ... :
Travelling Expenses (if any) £ ... : ... :
When applied for, 29.9.1923
When received, 18.10.33

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

Committee's Minute GLASGOW 3 OCT 1933

Assigned + LMC 9.33 70

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



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