

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 18 AUG 1933

Date of writing Report 17th Aug 1933 When handed in at Local Office 17th Aug 1933 Port of Beaufort

No. in Survey held at Beaufort Date, First Survey 21st March 1933 Last Survey 11th August 1933
Reg. Book. on the T.S.S. "PRABHAVATI" (Number of Visits 58)

Built at Glasgow By whom built Harland & Wolff Ltd. Yard No. 9296 Tons { Gross 556
Engines made at Beaufort By whom made Harland & Wolff Ltd. Engine No. 9299 When made 1933-9
Boilers made at Beaufort By whom made Harland & Wolff Ltd. Boiler No. 9299 When made 1933
Registered Horse Power Owners Bombay Steam Nav. Co. Ltd. Port belonging to Bombay
Nom. Horse Power as per Rule 260 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes.

Trade for which Vessel is intended Ocean going.

ENGINES, &c.—Description of Engines Inverted triple expansion Revs. per minute 220

Dia. of Cylinders 11 $\frac{1}{2}$ " - 20" - 34" Length of Stroke 24" No. of Cylinders Six No. of Cranks Six

Crank shaft, dia. of journals as per Rule 6.525" Crank pin dia. 6 $\frac{3}{4}$ " Crank webs Mid. length breadth 13 $\frac{1}{2}$ " Thickness parallel to axis 4 $\frac{1}{2}$ "

Intermediate Shafts, diameter as per Rule 6.215" as fitted 6 $\frac{3}{8}$ " Thrust shaft, diameter at collars as per Rule 6.525" as fitted 6 $\frac{1}{8}$ "

Tube Shafts, diameter as per Rule 7.055" as fitted 7 $\frac{3}{8}$ " Is the { tube } shaft fitted with a continuous liner { no
Screw Shaft, diameter as per Rule 7.055" as fitted 7 $\frac{3}{8}$ " Is the { screw } shaft fitted with a continuous liner { no

3-9 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 Newark Patent Length of Bearing in Stern Bush next to and supporting propeller 2'-11 $\frac{3}{4}$ "

Propeller, dia. 7'-0" Pitch 8'-5" No. of Blades 4 Material Man. B. whether Movable no Total Developed Surface ca. 17 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3 $\frac{3}{4}$ " Stroke 10" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 10" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size Pumps connected to the { No. and size
How driven Main Bilge Line How driven

Ballast 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 In Holds, &c.

In Pump Room

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates 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 Are the Blow Off Cocks fitted with a spigot and brass covering plate

That Pipes pass through the bunkers How are they protected

That 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

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 Is the Shaft Tunnel watertight 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 One D.E. Cyl. Mult? Working Pressure 200 lbs. sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes IDB

IS A DONKEY BOILER FITTED? 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 Yes Main Boilers Yes 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

Is the principal additional spare gear supplied See list appended.

The foregoing is a correct description.
For HARLAND AND WOLFF, LIMITED.

Marshall
Assistant Secretary

Manufacturer.



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Lloyd's Register
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W1317-0125

1933
During progress of work in shops -- Mar 2. 30 Apr 3. 12. 14. 19. 20. 24. 26. 27. 28. 29 May 1. 5. 8. 9. 16. 17. 22. 25. 31 June 1. 2. 5. 6. 7. 8. 9. 12. 13. 15. 16. 19. 20. 21. 22. 26. 27. 29. 30 July 3. 4. 6. 19. 21. 24. 25. 26. 27. 28. 31 Aug 1. 3. 4. 7. 9. 10 11
Dates of Survey while building
During erection on board vessel --
Total No. of visits 58 +

Dates of Examination of principal parts—Cylinders 9.6.33 to 19.7.33 Slides 25.7.33 Covers 9.6.33 to 19.7.33
Pistons 25.7.33 Piston Rods 21.7.33 25.7.33 Connecting rods 1.8.33
Crank shaft 21.7.33 Thrust shaft 31.7.33 Intermediate shafts 24.7.33 25.7.33
Tube shaft ✓ Screw shaft 25.7.33 Propeller 21.7.33
Stern tube 27.7.33 Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material S.M. STEEL Identification Mark LLOYD'S N° 190 Thrust shaft material S.M. STEEL Identification Mark LLOYD'S N° 190
Intermediate shafts, material S.M. STEEL Identification Marks LLOYD'S N° 190 Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material S.M. STEEL Identification Mark LLOYD'S N° 190 Steam Pipes, material Test pressure Date of Test
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 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 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 Yes If so, state name of vessel No. 9769. Bel. Rpt. 11099.
General Remarks (State quality of workmanship, opinions as to class, &c.)

This machinery has been constructed under special survey and in accordance with the rules. The workmanship and materials are good. It is eligible, in my opinion, to be fitted in a classed vessel and has been forwarded to Glasgow for installation (Glas. Rpt. 53862).

The amount of Entry Fee ... £ 4 - 0 : When applied for,
4/5 " Special Relief ... £ 51 - 4 : 17-8-1933
1/5 Donkey Boiler Fee ... £ 12 - 16 : 555/-
Travelling Expenses (if any) £ : 2/10/32
When received, 1933

R. Lee Anness.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW

5 OCT 1933

Assigned See Gls. Rpt. No 53862



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