

Rpt. 9

Date of writing report 19/12/60
Survey held at Calcutta

Received London -5 JAN 1961
No. of visits 6

Port Calcutta
First date 12/12/60 Last Date 16/12/60
No. 19911

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R. B. 65849 S.S. Name "JAG JANANI"
Owners Great Eastern Shipping Co. Ltd. Managers A.H. Bhiwandiwalla & Co. Gross tons 6144 Date of build 1944-5
Engines made Bolton By Hick, Hargreaves & Co. Ltd. (Bombay) Private Ltd. Port of Registry Bombay
No. of Main Engines 1 No. of Screws 1 Type T 3 Cy.
No. of Main Boilers 3 SB W. P. 220 lb Spt
No. of Aux/Donkey Boilers - W. P. -
Surveyed Afloat or in dry Dock Afloat
Nature of Survey Damage Repairs.
Was Damage Report issued? Yes Int. Cert? Yes
Last Report (For Head Office only) 19909 Cal

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS*	MBS*
with-freeboard	
7/60	ES - 3/57
SS. 3/57	M - 6/59
	CL - 6/59
	SPS - 3/57

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark plus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft/Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved Oil gland
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre

5 Journal & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFT & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANGUEVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in efficient condition and eligible to remain as classed without fresh record of survey subject to the windlass bedplate being specially examined and dealt with as necessary on arrival at Bombay and to all outstanding conditions/being dealt with as previously recommended.

of class/

Date of Committee FRIDAY 20 JAN 1961
Decision See Work Report

A.R. MORTON.
Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation
002743-0027-00161/2

Has a Survey also been held on Ship?
If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers

36 Lub. Oil Coolers

37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety Devices—Main

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators

43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery

45 Windlass

46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION	PORT	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
		STARBOARD		
a Generators				1 Generators & Governors
b Exciters				
c Air Coolers				m Motors
d Motors				
e Air Coolers				n Switchboards & Fittings
f Control Gear, Cables, etc.				o Circuit Breakers
g Insulation Resistance				p Cables
h Insulating Oil Test				q Insulation Resistance
i Overspeed Governors				r Steering Gear Generators & Motors
j Magnetic Couplings				s Navigation Light Indicators
k Air Gap				

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN	AUXILIARY, DONKEY or PRESS
Superheaters	
Safety Valves	
Mountings, Doors & Fastenings	
Safety Valves Adjusted to { Sat. Spt.	
Boiler Securing Arrangements	
Main Economisers	Exhaust Gas Heated Economisers
Steam Heated Steam Generators	Steam Generators safety Valves Adjusted to
Were Oil Burning System & Remote Controls Examined working in accordance with Rules?	Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?	Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main	Auxiliary (over 3 in. bore)
Were Copper Pipes annealed?	Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Damage stated sustained while at Garden Reach Anchorage, River Hooghly, on the 10th December 1960, when the vessel was required to go astern on the engines when at anchor to avoid

M.V. "DINARA" approaching her bows.

Found:- The two aftermost projections of the windlass bedplate, containing the steam cylinder casting seating and the brake anchor bolts, broken off. Starboard crankpin slack. Wood sheathing splintered below after part of windlass bedplate. Deck plates slightly set up in way of windlass brake anchor bolts.

Now done:-After portion of wood sheathing renewed and broken off portions of bed plate bedded down. Broken off portions of bedplate secured by a covering steel plate taking in the two original aftermost holding down bolts and the anchor bolts and also three new holding down bolts in the main portion of the bedplate. Four securing set pins also fitted. Doubling plates fitted beneath the deck in way of the brake anchor bolts. Starboard crankpin renewed.

/2...

Survey fees Damage Repairs to Windlass. Rs. 550/-

Damage fees ...

Expenses ... Rs. 60/-

Date when A/j rendered 28/12/60.

Rpt. 9a.

Port of Calcutta

Continuation of Report No. 19911 dated 28/12/60.

on the S.S. "JAG JANANI"

Steam cylinders and valves opened up, examined and found satisfactory.

All holding down bolts hammered up.

On completion the windlass was examined working while raising and lowering the

anchors singly and together and found satisfactory.

The brakes were also tested and found satisfactory.

The anchors and cables were examined as far as practicable and found satisfactory.

This vessel is proceeding directly to Bombay for breaking up (Please see Calcutta Report No. 19909). It is recommended that the windlass bedplate be specially

examined and dealt with as necessary on arrival in Bombay meanwhile considered

efficient.

E. R. Munk

5 JAN 1961



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