

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 1-12-37 When handed in at Local Office 30th Dec. 1937 Port of Enniskillen

No. in Survey held at Enniskillen Date, First Survey 14th JUNE 1937 Last Survey 29th DECEMBER 1937
Reg. Book. S/S "Galakrishna" (Number of Visits) Gross 4990.61
on the

Built at P. & Langough By whom built Lithgoun & Co. Yard No. 904. When built 1937

Engines made at Enniskillen By whom made John & Kincaid Engine No. 695 When made 1937

Boilers made at ditto By whom made ditto Boiler No. 695 When made 1937

Registered Horse Power Owners Scindia S.A. Co. Ltd. Port belonging to Bombay

Nom. Horse Power as per Rule 524 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended Foreign

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 65

Dia. of Cylinders 24 1/2 - 41 - 40 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.99 as fitted 14 1/4 Crank pin dia. 14 1/4 Crank webs Mid. length breadth shrunk Thickness parallel to axis 8 3/4

Intermediate Shafts, diameter as per Rule 13.3 as fitted 13 5/8 Thrust shaft, diameter at collars as per Rule 13.99 as fitted 14 1/4

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 14.79 as fitted 16 3/8 Is the tube shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 25/32 as fitted 7/8 Thickness between bushes as per Rule 19/32 as fitted 21/32 Is the after end of the liner made watertight in the propeller boss Yes

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 No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5.2

Propeller, dia. 14.6 Pitch 18.2 No. of Blades 4 Material Bronze whether Movable Yes Total Developed Surface 84 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 4 1/2 Stroke 24 Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2 Stroke 24 Can one be overhauled while the other is at work Yes

Feed Pumps No. and size 2, 4 + 9 1/2 + 21 How driven Steam Pumps connected to the Main Bilge Line No. and size 2 (8 + 7 + 18) (4 + 6 1/2 + 15) How driven Steam

Ballast Pumps, No. and size one 8 + 4 + 8 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 3. 3 Tunnel well 1. 2 1/4

In Pump Room In Holds, &c. 9 1/2. 2. 3 1/2 9 1/2. 2. 3 1/2 9 1/2. 2. 3 1/2 9 1/2. 2. 3 1/2

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 8 Independent Power Pump Direct Suctions the Engine Room Bilges, No. and size one 4 1/2

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 laid 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 No

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 Bilge suction How are they protected Good casing

What pipes pass through the deep tanks None 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 Yes worked from UER PLATFORM

MAIN BOILERS, &c.—(Letter for record R.) Total Heating Surface of Boilers 4563 #

Is Forced Draft fitted Yes No. and Description of Boilers 3 Single ended Working Pressure 220

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? Yes No If so, is a report now forwarded? Yes

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 Yes

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied 2 best size Propeller leads

The foregoing is a correct description, For JOHN G. KINCAID & CO. LIMITED.

McCart Director. Manufacturer.



002754-002761-0148

(1934) JUNE 11 JULY 13-14-16-19-21-26-29 AUG. 2-5-13-17-19-23-24-27-31 SEPT. 2-8-9-10-17-21-23-24-28 OCT. 1-6-8-13-18-20-21-22-25-26

Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits

27-29 Nov. 1-3-4-5-7-8-10-12-17-19-24-26 Dec. 9-29

52

Dates of Examination of principal parts—Cylinders 1- 10- 37 Slides 20- 10- 37 Covers 1- 10- 37
 Pistons 26- 10 37 Piston Rods 26- 10- 37 Connecting rods 18- 10- 37
 Crank shaft 24- 9. 37 Thrust shaft 26- 10 37 Intermediate shafts 8- 11- 37
 Tube shaft ✓ Screw shaft 27. 10- 37 Propeller 27. 10 37
 Stern tube 27 10- 37 Engine and boiler seatings 26- 10 37 Engines holding down bolts 26- 11 37
 Completion of fitting sea connections 4- 11- 37
 Completion of pumping arrangements 9. 12- 37 Boilers fixed 26- 11- 37 Engines tried under steam 29- 12- 37
 Main boiler safety valves adjusted 9. 12. 37 Thickness of adjusting washers PV 3/32 V 9/32 PV 1/4 SV 9/32 PV 1/4 SV 9/32 FV 5/16 AV 1/32
 Crank shaft material S Identification Mark LR YH20 WGM Thrust shaft material S Identification Mark LR YH20 WGM
 Intermediate shafts, material S Identification Marks LR YH20 WGM Tube shaft, material ✓ Identification Mark —
 Screw shaft, material S Identification Mark LR YH20 WGM Steam Pipes, material S Test pressure 660 Date of Test 26- 11- 37
 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 Yes If so, state name of vessel S/S Jalaganga Arkh/11/20/37

General Remarks (State quality of workmanship, opinions as to class, &c.)

These Engines & Boilers have been built under special survey in accordance with the approved plans & the workmanship & material are of good quality, they have been securely fitted on board, and under steam found satisfactory.

The Machinery is eligible in my opinion for the record of

✠ L.M.C. 12-37

The amount of Entry Fee ... £ 6 : - : When applied for,
 Special ... £ 10 : 4 : 30th Dec. 1934
 Donkey Boiler Fee ... £ 6 : 3 :
 Travelling Expenses (if any) £ : : Jan 5 1938

W. G. Gordon-Mitchell
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 11 JAN 1938

Assigned + L.M.C. 12/37



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