

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

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

MAIN **Port 5/11/60 Good** AUXILIARY, DONKEY or PRESS

Starboard 26/11/60 Good

Superheaters **Good**

Safety Valves **Good**

Mountings, Doors & Fastenings **Good**

Safety Valves Adjusted to { Sat. **250 lb. sq. inch.**

{ Spt. **230 lb. sq. inch.**

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? **Yes** Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel **Good**

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 (1) to the main circulating pump engine stated to have been caused by a crankpin bearing bolt breaking on the 21st October, 1960 whilst the vessel was afloat in the Eastern Channel, Calcutta.

New Done (Permanent Repairs) Main circulating pump engine completely opened out, piston rod and guide shoes renewed. Crankpin bearing remounted and bearing bolts renewed. Flywheel refitted to crankshaft and crankpin dressed. Repairs examined on completion and engine subsequently examined under working conditions and found satisfactory.

Damage (2) stated caused by the failure of pipe lines (a) sea water discharge from inboard G.S. pump to main condenser cooling water inlet pipe (b) pipe connection between the inboard G.S. pump discharge valve chest relief valve and the suction valve chest and (c) S.W. pipe line from G.S. pumps to sanitary water system and the failure of the inboard G.S. pump on the 22nd October, 1960 resulting in the partial flooding of the engine room whilst the vessel was afloat in the Hooghly River Upper Reaches.

New Done (Permanent Repairs) Main engine crankshaft lifted, all journals and bearings and crankpins and bearings cleaned and

Survey fees	MBS	Rs. 960/-
	Damage Repairs(1)	Rs. 100/-
	Damage Repairs(2)	Rs. 600/-
	W & T Repairs	Rs. 300/-
Damage fees	Sp. Att. (23/10/60)	Rs. 50/-
Expenses		Rs. 100/-

Date when A/c rendered **14th December, 1960.**

Port of **Calcutta**

Continuation of Report No.19886 dated **14th December, 1960** on the **State of Saurashtra.**

examined and found satisfactory. All eccentric straps and sheaves cleaned and examined, all found satisfactory except IP and LP ahead top halve straps now remounted. Bedding of crankshaft and alignment checked after minor adjustments and found satisfactory. Main thrust block opened out examined and found satisfactory.

On completion of repairs, main engine examined under working conditions and found in good order.

... G.S. pump to main condenser cooling ... COPY ... valve to suction valve chest and ... sanitary water system now renewed. Repairs examined and tested as necessary on completion and found satisfactory.

A spare bucket rod and crosshead now satisfactorily fitted to the inboard G.S. pump (duplex type) inboard side. Pump subsequently examined under working conditions and found in good order.

Wear and Tear Repairs. Port Boiler: Back headers supporting girders and sliding feet trough found to have been overheated and buckled. Girder and trough now satisfactorily renewed. On completion of repairs boiler examined under hydraulic test and subsequently under steam and all found in good order.

Furnace back wall and floor brickwork renewed.

URL No.177 Nothing done at this time.

URL Appendix No.6 Starboard boiler inlet superheater header specially examined and found to remain efficient, nothing done at this time.

Both Boilers

LEAVE THIS SPACE BLANK