

No. 14866

## PORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES &amp; BOILERS

(Received at London Office

7 JAN 1952

of writing Report 27th Dec. 1951. When handed in at Local Office

Port of

Calcutta.

Survey held at

Calcutta.

Date. First Survey 28th Aug.

Last Survey 15th Dec. 1951.

(No. of Visits 12.)

in the Machinery of the Wood, Iron or Steel

SS "JALAKANYA"

7180.

Vessel built at Portland Br.

By whom Oregon S.B. Corp.

When 1943.

4463.

Engines made at

By whom Iron Fireman mfg. Co.

When 1943.

667.

Boilers, when made (Main)

(Donkey)

2 WT.

Owners Sindia Steam Nav. Co. Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book.)

lers

Managers

Port Bombay

Voyage

250 lbs.

If Surveyed Afloat or in Dry Dock King George Dry Dock.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

rt No.

Port

rs of Examination and Repairs (if any) LMC. T.S.

when held, must be reported in detail and serially in the terms of the Rules.) State clearly the cause of Repairs, detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, summarised at the end of the report. State also the dates and initials of any letters respecting this case.

where the Surveyor has not made a special damage report he is required to state whether he services for this purpose, and why they were declined

report made by anyone else? If so, by whom?

personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Donkey

Done, state for what reasons

the Boilers could not be thus thoroughly examined?

means, in the absence of internal examination, were adopted by the }  
 sure himself of the thorough efficiency of those parts of each Boiler?

of internal examination of each boiler

P.S. 26/11/51.

Present condition of funnel(s)

Good.

examine the Safety Valves of the Main Boiler?

Yes.

To what pressure were they afterwards adjusted under steam?

250 lb./sq. in.

examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

examine all the manholes, doors and their fastenings of the Main Boilers?

Yes.

and of the Donkey Boilers?

examine the drain plugs of the Main Boilers?

none fitted

and of the Donkey Boilers?

examine all the mountings of the Main Boilers?

Yes.

and of the Donkey Boilers?

shaft now been drawn and examined?

Yes.

Is it fitted with continuous liner?

Yes.

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

No.

been changed?

No.

If so, state reasons

was fitted been previously used?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

amination of Screw Shaft 12/10/51.

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

1/8"

referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

Yes.

Surveyor examine the generators, motors, switchgear, cables and fuses?

Yes.

Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Yes.

not complete, state what arrangements have been made for its completion and what remains to be done

Complete.

L.M.C. T.S.

Vessel placed in dry dock examination made of propeller, end of stern bush, screwshaft (withdrawn), sea connections (and), and underwater fastenings.

Main watertube boilers examined throughout including all fittings, manholes, doors, and fastenings.

Boilers later examined under steam and safety valves tested to 250 lbs./sq. in. drum pressure and 250 lb./sq. in. superheaters.

Oil burning installation examined under working conditions. Fire extinguishing system and portable foam type examined.

## Observations, Opinion, and Recommendation:—

What alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required made in the records of the vessel's machinery, boilers, working pressures, &c., thus, for example, B.S. 9, 11, B.&M.S. 9, 11, \*L.M.C. 9, 11, or \*L.M.C. 140 lb., F.D., &c.)

CS 3,34.

Machinery of this vessel having been examined for the full requirements of Survey, is, in my opinion, eligible to remain as classed and to receive notation LMC. 12.51 and T.S. 10.51 C.L.

Section 29)

L.M.C. 1280/-Rs.

Fees applied for

or Repair Fee (if any)

T.S. 110/-Rs.

28-12-1951

(per Section 29)

Elect. 320/-Rs.

Received by me,

ses (if chargeable)

Sh. ad. 200/-Rs.

19

£96/-Rs.

e's Minute

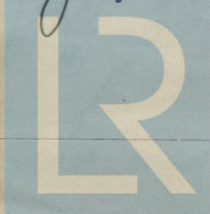
L.M.C. 12.51

CERTIFICATE WRITTEN.

S 10, 51

E. L. Grieres

Engineer Surveyor to Lloyd's Register of Shipping.



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003541-003548-0186 1/3

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to



MS due 3.51 } now held.  
BS due 6.51 }  
Boeking. Propeller moved together with several  
boiler tubes.

It is submitted that this  
vessel is eligible for THE  
RECORD. LMC 12.51  
5 10.51

Loel. 2-4  
21.1.52

Calcutta.

(2)  
Continuation of Report No.

dated

on the "Jalahanga"

most controls of oil fuel suction, oil transfer pump, and  
oil pumps, examined and tried working.

Main and auxiliary steam pipes over 3" bore examined  
selected lengths tested hydraulically to twice working  
pressure.

Oil fuel pressure pumps opened out and examined.

Oil fuel heaters examined and tested hydraulically.

in engine cylinders, covers, pistons, rods, valves and valve  
examined.

connecting rods, top end bearings, crossheads and guides  
examined. The crankshaft and main and bottom end  
bearings examined.

in Thrust and thrust shaft, main intermediate <sup>shafting</sup> and  
bearings examined.

Main and auxiliary condensers examined and  
under head of water.

following independent steam driven pumps opened  
and examined:— main feed pumps, main circulating  
pump, the ballast and general service pump, the oil fuel  
pump, the sanitary pump, the fire and deck  
pump, and the combined auxiliary circulating  
air pump.

The attached air and bilge pumps opened out  
examined.

The feed heater examined and tested.

The evaporator examined internally and externally  
lifting mountings and heating coils, and later tried  
working conditions. Safety valves found to blow  
under full steam at 25 lb./sq in.

The valves, cocks, pipes, and strainers of the  
lifting arrangements examined and tried under working  
conditions.

The steam steering engine and steam windlars opened  
and examined.

All dynamo steam engines opened out and examined  
forced draught fan and its steam engine examined  
trial.

Electric light installation examined under working  
conditions, speed governors tried and found to operate  
factorily at all loads.

Generators, switchgear, cables, fuses, and fittings  
examined, insulation tested and found to be not less  
100,000 ohms.

Minor repairs effected to connections and fittings  
and tear repairs.

New bronze propeller fitted. Identification marks



Calcutta.

(3)  
Continuation of Report No.

dated

on the "Jalakanya"

Lloyds No 4003 - J.W.B. 15/12/48.

and boilers, five fine new tubes renewed in each.  
rickwork and insulation of both boilers made good  
necessary.

starboard main feed pump water end rod renewed.

the dynamo steam engine piston rod renewed

Other minor repairs effected.

E. G.



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