

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES & BOILERS

(Received at London Office 15 NOV 1954)

Date of writing Report 19... When handed in at Local Office 19... Port of CALCUTTA
Survey held at CALCUTTA Date, First Survey 16th October Last Survey 6th November 19 54
(No. of Visits 8)

on the Machinery of the Wood, Iron or Steel "JALAMOCHAN"
Gross 5969 Vessel built at Sunderland. By whom W.Pickersgill & Sons Ltd When 1941 Month. 2
Net 3584 Engines made at Sld. By whom George Clark (1938) Ltd. When 1941
Boilers, when made (Main) 1941 (Donkey) /
Boilers 2 Owners Scindia Steam Navigation Co. Ltd. Owners' Address /
Managers /
If Surveyed Afloat or in Dry Dock Both. Particulars of Classification
(State name of Dock) Kidderpore Dock & Drydock

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys
+100 A1 with freeboard 4-54 Cal. ss.Shl. 11-51
Machinery and Boiler Surveys (Including date of N.B., if any) +LMC 11-51 B.S. 11-52 T3 C.L. 9-53
Cargo batters not fitted Fitted for oil fuel 2-48 F.P. above 150° F.

Particulars of Examination and Repairs (if any) DOCKING, B.S. & REPAIRS.
Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?
Date of internal examination of each boiler STBD 21-10-54. PORT 2-11-54 Present condition of funnel GOOD

Surveyor examine the Safety Valves of the Main Boiler? YES To what pressure were they afterwards adjusted under steam? 220lb/B
Surveyor examine the Safety Valves of the Donkey Boiler? YES To what pressure were they afterwards adjusted under steam?
Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES, and of the Donkey Boilers?
Surveyor examine the drain plugs of the Main Boilers? NONE FITTED, and of the Donkey Boilers?
Surveyor examine all the mountings of the Main Boilers? YES, and of the Donkey Boilers?
Shaft now been drawn and examined? No 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? YES

Examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16
Surveyor examine the generators, motors, switchgear, cables and fuses?
Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?
Is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE

Remarks for Docking Examined propeller, after end of stern bush and outside fastenings. All found in good condition.
Remarks for B.S. Both boilers opened up and examined internally and externally with all mountings and fastenings. Except as noted below all found in good condition. The safety valves adjusted under steam and the oil fuel and steam smothering installation examined and tested. Please see Secretary's letter addressed to Bombay Surveyors dated 29th March 1954. All boiler shell rivets specially examined and hammer tested and all found in order. Previously fitted screwed plugs and taper bolts specially examined and no indications of any leakage found.

Observations, Opinion, and Recommendation:— P.T.O.
Machinery of this vessel is eligible to remain as classed with fresh record of B.S.11-54 subject to boilers being examined internally and externally in way of the butt strap and circumferential rivetting at three monthly intervals.

Section 29) Docking Rs. 70/- Fees applied for 11-11-19 54
or Repair Fee (if any) B.S. Rs. 320/- Received by me, 19
Section 29) Rs. 48/- Engineer Surveyor to Lloyd's Register of Shipping.
Minutes (if chargeable) Rs. 420/- Repairs
Minute

TUESDAY 7 - DEC 1954
BS 11.54, subject



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

CALCUTTA

Continuation of Report No. 16278 dated 11th November '54 on the "JALAMOHAN"

Two rivets removed as instructed from the star'bd boiler and three from the port boiler in each case from the lower row of the lower (inboard) longitudinal seam on the same line as the previously affected rivets.

These rivets (five in No.) have now been despatched by air freight by the forwarding department of Messrs. Scindia Steam Navigation Co. Ltd., to The Secretary, London.

It will be noted that a rivet head is broken off in the case of one rivet from the port boiler and this was caused by the workmen hammering the rivet (inside the boilers) whilst the shank was being driven into the boiler from outside. The second rivet from the port boiler was also hammered with a chipping hammer as will be noted to assist the removal of the rivet. This is regretted, as strict instructions were given not to interfere with the rivet heads inside the boiler. When the fractures in these two rivets were seen, a further (third) rivet was removed in a correct manner.

Drawings are enclosed showing the position of these removed rivets and also the position and type of the previous repairs.

The five rivet holes were reamed and new rivets fitted satisfactorily.

On completion both boilers were examined under steam and all found in order.

It is recommended that the machinery be retained as Classed with fresh record of S.11-54 subject to the boilers being examined internally and externally in way

considered efficient: rental team rivetti at three monthly intervals,

Hill



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