

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

10 FEB 1951

Date of writing Report 19... When handed in at Local Office 19... Port of Calcutta  
 No. in Survey held at Calcutta VIZAGAPATAM Date, First Survey 14th Sept. 50 Last Survey 13th Jan. 1951  
 Reg. Book (Number of Visits 5)  
 on the S.S. "JALAPADMA" Tons { Gross 5104  
 Net 305.1  
 Built at Vizagapatam By whom built The Sindia Steam Nav. Co. Ltd. Yard No. 105 When built 1950  
 Engines made at Greenock By whom made John G. Kincaid & Co. Ltd. Engine No. 791 When made 1949  
 Boilers made at Greenock By whom made John G. Kincaid & Co. Ltd. Boiler No. 791 When made 1949  
 Registered Horse Power ✓ Owners The Sindia Steam Nav. 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 ✓ See also Greenock Report No. Revs. per minute ✓  
 Dia. of Cylinders ✓ Length of Stroke ✓ No. of Cylinders ✓ No. of Cranks ✓  
 Crank shaft, dia. of journals as per Rule ✓ Crank pin dia. ✓ Crank webs Mid. length breadth ✓ Thickness parallel to axis ✓  
as fitted ✓ Mid. length thickness ✓ shrunk ✓ Thickness around eye-hole ✓  
 Intermediate Shafts, diameter as per Rule ✓ Thrust shaft, diameter at collars as per Rule ✓  
as fitted ✓ as fitted ✓  
 Tube Shafts, diameter as per Rule ✓ Screw Shaft, diameter as per Rule ✓ Is the tube shaft fitted with a continuous liner ✓  
as fitted ✓ as fitted ✓  
 Bronze Liners, thickness in way of bushes as per Rule ✓ Thickness between bushes as per Rule ✓ Is the after end of the liner made watertight in the  
as fitted ✓ as fitted ✓ propeller boss ✓  
 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  
at ✓ If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller ✓  
 Propeller, dia. ✓ Pitch ✓ No. of Blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ sq. feet 27 1/2  
 Feed Pumps worked from the Main Engines, No. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓  
 Bilge Pumps worked from the Main Engines, No. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓  
 Feed Pumps { No. and size ✓ Pumps connected to the { No. and size ✓  
 { How driven ✓ Main Bilge Line { How driven ✓  
 Ballast Pumps, No. and size ✓ Lubricating Oil Pumps, including Spare Pump, No. and size ✓  
 Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected both to Main Bilge Pumps and Auxiliary  
 Bilge Pumps:—In Engine and Boiler Room Engine room 4 @ 3" d. Thrust recess 1 @ 2", Boiler room 2 @ 3"  
 In Pump Room 3" dia. f.p.s.; No 4 Hold 3" d. f.p.s.; tunnel well 1 @ 2 1/2" d. In Holds, &c. No 1 Hold 3" d. f.p.s.; No 2 Hold 3 1/2" d. f.p.s.; No 3 Hold  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8" dia Independent Power Pump Direct Suctions to the Engine and Boiler Room Bilges,  
 No. and size 1 @ 4" d. 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 tail 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 yes  
 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 and ballast How are they protected limber boards  
 What pipes pass through the deep tanks — 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 upper deck

MAIN BOILERS, &c.—(Letter for record ✓) Total Heating Surface of Boilers ✓  
 Which Boilers are fitted with Forced Draft ✓ yes Which Boilers are fitted with Superheaters ✓  
 No. and Description of Boilers Three cylindrical single ended Working Pressure ✓  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes Greenock Report No.  
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? ✓  
 Can the donkey boiler be used for other than domestic purposes ✓  
 PLANS. Are approved plans forwarded herewith for Shafting 6.8.47 Main Boilers 7.10.47 Auxiliary Boilers — Donkey Boilers —  
 (If not state date of approval) Bridge & Ballast  
 Superheaters — General Pumping Arrangements 9.9.48 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 ✓

The foregoing is a correct description  
 For The Sindia Steam Navigation Co. Ltd.

Chief Shipyard Manager

Manufacturer.



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

Dates of Examination of principal parts—Cylinders - Slides - Covers -  
Pistons - Piston Rods - Connecting rods -  
Crank shaft - Thrust shaft - Intermediate shafts -  
Tube shaft - Screw shaft - Propeller 14.9.50.  
Stern tube 14.9.50. Engine and boiler seatings 2/12/50. Engines holding down bolts 2/12/50.  
Completion of fitting sea connections 14.9.50.  
Completion of pumping arrangements 22/12/50 Boilers fixed 2/12/50. Engines tried under steam 22/12/50.  
Main boiler safety valves adjusted 22/12/50. Thickness of adjusting washers all 3/8".  
Crank shaft material steel Identification Mark Eng. No 791. Thrust shaft material steel Identification Mark 17071.  
Intermediate shafts, material steel Identification Marks No 17071 Tube shaft, material - Identification Mark -  
Screw shaft, material Identification Mark 17071. Steam Pipes, material steel Test pressure 44.0 lb/sq. in. Date of Test 30/11/50.  
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 SS. "JALAPRAKASH"  
General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been installed under special survey in accordance with the Rules, approved plans, and the Secretary's letters.

Materials and workmanship are good.

Upon completion of the installation the main boilers were subjected to an accumulation test in accordance with the Rules and the safety valves adjusted under steam for a working pressure of 220 lb./sq. in. Finally the main and auxiliary machinery was tried under full working conditions, with satisfactory results.

This machinery is eligible, in our opinion to be classed in the Register Book with the notation \* LMC 1.51 and the record T.S. 1.51. C.H.

Classification certificates in duplicate are requested.

The amount of Entry Fee ... £  
Special 1/5th. total fee 14.38/- Rs.  
Donkey Boiler Fee 7.0/- Rs.  
Travelling Expenses (if any) £ 118.0/- Rs.  
When applied for, 19...  
When received, 19...

E. Grievens &

Engineer Surveyor to Lloyd's Register of Shipping.

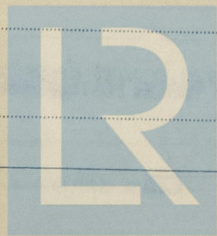
Date

TUES. 6 MAR 1951

Committee's Minute

+ LMC 1.51

ED. C.L. 3 SB 220/b



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