

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"
 Built at Vizagapatam By whom built The Sindia Steam Nav. Co. Ltd. Yard No. 105 Tons { Gross 5104 Net 3015.1
 Engines made at Greenock By whom made John G. Kincaid & Co. Ltd. Engine No. 791 When built 1950
 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 = HN 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 ✓ Mid. length breadth ✓ Thickness parallel to axis ✓
 as fitted ✓ Crank pin dia. ✓ Crank webs shrunk
 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 ✓ screw }
 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
 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. throat recess 1 @ 2", Boiler room 2 @ 3"
 In Pump Room. In Holds, &c. No 1 Hold. 3" d. pas; No 2 Hold 3 1/2" d. pas; No 3 Hold
 3" dia. pas; No 4 Hold 3" d. pas; tunnel well 1 @ 2 1/2" d.
 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 decks ✓

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) Bilge & 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.

James S. Campbell
Chief Shipyard Manager.

Manufacturer.



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Lloyd's Register Foundation

003926-003936-0111

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 lbs/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 lbs./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. : When applied for, 19.

Donkey Boiler Fee £ 7.0/- Rs. : When received, 19.

Travelling Expenses (if any) £ 118.0/- Rs.

E. Grievens & Co.

Engineer Surveyor to Lloyd's Register of Shipping.

Date TUES. 6 MAR 1951

Committee's Minute

+ LMC 1.51

C.D. C.L. 3 SB 220/b



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Rpt. 4.

REPO

No. in Survey Reg. Book

Built at 1/24

Engines made

Boilers made

Registered Ho

Nom. Horse Pow

Trade for which

NGINES, &c

Dia. of Cylinders

Crank shaft, dia.

Intermediate Sha

Tube Shafts, dia

Bronze Liners, th

propeller boss

If the liner does n

If two liners are

at No

Propeller, dia.

Feed Pumps wor

Bilge Pumps wor

Feed } No. and

Pumps } How dri

Ballast Pumps, N

Are two independ

Bilge Pumps: -

In Pump Room

Main Water Circ

No. and size

Are the Bilge Su

Are all Sea Conn

Are they fixed sup

Are they each fitt

What Pipes pass

What pipes pass

Are all Pipes, Co

Is the arrangement

compartment to a

MAIN BOILE

Which Boilers an

No. and Descrip

IS A REPO

IS A DONE

Can the donkey b

PLANS. Ar

Superheaters

MAIN STEAM

Has the spare ge

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