

Rpt. 4.

No. 23983

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 20 OCT 1949

Date of writing Report 10th OCT 19 49 When handed in at Local Office 14th OCT 19 49 Port of GREENOCK

No. in Survey held at GREENOCK Date, First Survey 18th AUGUST 1948 Last Survey 23rd SEPTEMBER 1949
Reg. Book (Number of Visits 26)

on the S.S. JALAPADMA Tons { Gross Net

Built at VIZAGAPATAM By whom built SCINDIA STEAMSHIP CO LTD Yard No. 105 When built

Engines made at GREENOCK By whom made JOHN G KINCAID & CO LTD Engine No. 791 When made 1949

Boilers made at do By whom made do Boiler No. 791 When made 1949

Registered Horse Power Owners SCINDIA STEAM NAVIGATION CO LTD Port belonging to

Nom. Horse Power as per Rule 524 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended OPEN SEA SERVICE

ENGINES, &c.—Description of Engines Inverted Triple expansion Revs. per minute 68.5

Dia. of Cylinders 24 1/2" - 41" - 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.9" as fitted 14 1/4" Crank pin dia. 14 1/4" Mid. length breadth 1'-8 1/2" Thickness parallel to axis 8 3/4" Crank webs Mid. length thickness 8 3/4" shrunk Thickness around eye-hole 6 3/8"

Intermediate Shafts, diameter as per Rule 13.33" as fitted 13.625" Thrust shaft, diameter at collars as per Rule 13.9" as fitted 14.25"

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 14.809" as fitted 16.375" Is the { Lube screw } shaft fitted with a continuous liner { Yes }

Bronze Liners, thickness in way of bushes as per Rule .752" as fitted .875" Thickness between bushes as per Rule .563" as fitted .656" Is the after end of the liner made watertight in the propeller boss Yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes

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 Yes

If two liners are fitted, is the shaft lapped or protected between the liners. Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube at No

If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5'-2"

Propeller, dia. 17'-9" Pitch 17'-8" No. of Blades 4 Material BRONZE whether Moveable Yes Total Developed Surface 91 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 24" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 24" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size Three 7x9 1/2" How driven Steam (TRANS) Pumps connected to the Main Bilge Line { No. and size Two 4 1/2" x 24", One 200 tons/hr & One 100 tons/hr How driven Steam

Ballast Pumps, No. and size One 200 tons/hr 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

In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers How are they protected

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

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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 7563

Which Boilers are fitted with Forced Draft All Which Boilers are fitted with Superheaters NONE

No. and Description of Boilers Three cylindrical SE Working Pressure 220 lbs/sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes

Can the donkey boiler be used for other than domestic purposes Yes

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 9/9/45

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

MAIN STEAM PIPES 18/11/48 SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied See spare gear sheets.

The foregoing is a correct description.

For JOHN G. KINCAID & CO., LTD.

Manufacturer.



© 2020

Lloyd's Register Foundation

003926 003936 -012

4 23983.

Rpt. 5a.

Dates of Survey while building

During progress of work in shops - - (1948) AUG. 18. SEPT. 28. OCT. 13. NOV. 10. 23. DEC. 31. (1949) FEB. 4. 11. 23. MAY 5. 6. 16. 20. JUNE 1. 3. 10. 14. 20. 24. JULY 19. 29. AUG. 15. 17. 18. 19. 24. 25. 29. 30. 31. SEPT. 1. 6. 9. 13. 16. 23.

During erection on board vessel - - -

Total No. of visits. 36

Dates of Examination of principal parts—Cylinders 19-7-49 Slides 19-7-49 Covers 19-7-49

Pistons 19-7-49 Piston Rods 18-8-49 Connecting rods 18-8-49

Crank shaft 18-8-49 Thrust shaft 13-9-49 Intermediate shafts 9-9-49

Tube shaft ✓ Screw shaft 15-8-49 Propeller 15-9-49

Stern tube 24-6-49 Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements. Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material SMS Identification Mark 17071 CNH 18/8/49 Thrust shaft material SMS Identification Mark 17071 CNH 15/9/49

Intermediate shafts, material SMS Identification Marks 17071 CNH 9/9/49 Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material SMS Identification Mark 17071 CNH 15/8/49 Steam Pipes, material SDS. Test pressure. Date of Test.

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 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 Greenock FE of 'N' 23226

General Remarks (State quality of workmanship, opinions as to class, &c.)

This engine has been built under Special survey in accordance with the Rules and approved plans. The materials & workmanship are sound & good.

The engine & boilers complete with steam pipes with flanges (loose) all valves & cocks & pumps has been shipped to Vizagapatam, India, to be fitted into a vessel building at that Port.

This machinery will be eligible in my opinion to be classed in the Register book with record + LMC with date & notation Screw shaft CL. 3 SBs 220 lbs / 6" FD when the installation has been completed.

Certificate to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

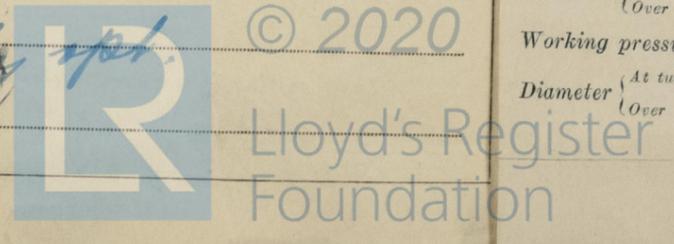
The amount of Entry Fee	£ 143 : 6 - 6	When applied for, 15 th OCT. 1949
4/59 Special	£ :	
Donkey Boiler Fee	£ :	When received, 19.
Travelling Expenses (if any)	£ :	

Charles J. Hunter
Engineer Surveyor to Lloyd's Register of Shipping.

Date GLASGOW 19 OCT 1949 TUES. 6 MAR 1951

Committee's Minute Referred for completion

Sue F. E. Mackay spec.



Date of writing

No. in Reg. Book.

Master

Engines made

Boilers made

Nominal Horsepower

MULTITUBULAR

Manufacturer

Total Heating Surface

No. and Description of Tubes

Tested by hydro

Area of Fire

Area of each

In case of damage

Smallest diameter

Smallest diameter

Largest internal diameter

Thickness

long, seams

Percentage of

Percentage of

Thickness of boiler

Material

Length of plates

Dimensions of

End plates in

How are stays

Tube plates:

Mean pitch of

Girders to

at centre

in each

Tensile strength

Pitch of stays

Working pressure

Thickness

Pitch of stays

Working pressure

Diameter (At bottom)

Over

Working pressure

Diameter (At top)

Over