

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 GREENOCKNo. in Survey held at GREENOCK Date, First Survey 18th AUGUST 1948 Last Survey 23rd SEPTEMBER 1949
Reg. Book (Number of Visits 36)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

Dia. of Cylinders 24½"-41"-70" Length of Stroke 48" No. of Cylinders 3 Revs. per minute 68.5

Crank shaft, dia. of journals as per Rule 13.9" Crank pin dia. 14¼" Crank webs Mid. length breadth 1'-8½" Thickness parallel to axis 8¾"

as fitted 14¼" Crank webs Mid. length thickness 8¾" shrunk Thickness around eye-hole 6¾"

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

as fitted 13.625" as fitted 14.25"

Tube Shafts, diameter as per Rule 14.809" Is the { tube screw } shaft fitted with a continuous liner { yes }

as fitted 16.375" as fitted 16.375" as fitted 16.375"

Bronze Liners, thickness in way of bushes as per Rule .752" Thickness between bushes as per Rule .563"

as fitted .875" 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

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 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 4½" Stroke 24" Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4½" Stroke 24" Can one be overhauled while the other is at work yes

Feed Pumps { No. and size Three 7x9½" Pumps connected to the { No. and size Two 4½"x24", One 200 tons/hr & One 100 tons/hr

How driven Steam (T.M.S.) Main Bilge Line How driven Steam

Ballast Pumps, No. and size One 2 200 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?

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 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.



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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 & boiler 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 C.L. 3 SBs 220 lbs / 6" FD when the installation has been completed.

The amount of Entry Fee ... £ 143 : 6 - 6 When applied for,
4/59 Special ... £ : : 15th OCT. 19.49
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19.

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

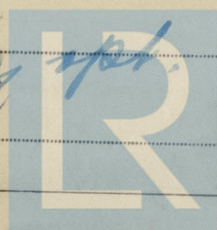
Date GLASGOW 12 OCT 1949

TUES. 6 MAR 1951

Committee's Minute

Referred for completion

Su F. E. Mackay



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