

6628

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 1952 When handed in at Local Office 19 1952 Port of CALCUTTA
 No. in Survey held at VIZAGAPATAM Date, First Survey 26 7 1952
 Reg. Book. SS. JALAPRATAP. (Number of Volls) 26 } Gross
 on the SS. JALAPRATAP. Tons } Net
 Built at VIZAGAPATAM By whom built HINDUSTAN SHIPYARD. Yard No. III. When built 1952.
 Engines made at GREENOCK. By whom made J.G. KINCAID & CO. Engine No. 795. When made 1951.
 Boilers made at GREENOCK. By whom made J.G. KINCAID & CO. Boiler No. P-2645 When made 1951.
C-2648
S-2646.
 Registered Horse Power 2300. Owners SCINDIA STEAM NAVIGATION CO. LTD. Port belonging to BOMBAY.
 Nom. Horse Power as per Rule 349.25. 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 GREENOCK RPT. No 24471 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 shrunk Thickness parallel to axis
 as fitted Crank webs Mid. length thickness 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 fitted 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
 shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia. 17'-9" Pitch 17'-8" No. of Blades 4. Material Bronze. whether Movable YES. Total Developed Surface 91 (91) sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" d. Stroke 24" Can one be overhauled while the other is at work No.
 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 No.
 Feed Pumps { No. and size 3 - 7" d. x 21" stroke. Pumps connected to the { No. and size main Eng., Ballast, & S.
 { How driven Steam Main Bilge Line { How driven Steam.
 Ballast Pumps, No. and size 1 @ 12" d. x 24" d. Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;— In Engine and Boiler Room 4 @ 3" d. in E.R., 2 @ 3" d. in B.R.
 In Pump Room No 1 - 2 @ 3" d., No 2 - 2 @ 3 1/2" d., No 3 - 2 @ 3" d.
No 4, - 2 @ 3" d.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8" d. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 @ 4 1/2" d., 1 @ 3" 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 & Ballast. How are they protected bilge limbers.
 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
 Is Forced Draft fitted Yes. No. and Description of Boilers 3 - S.E. RETURN TUBE. Working Pressure 220 lbs/sq. ins.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? No. SEE GREENOCK RPT. No 24471.
 IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded?
 Is the donkey boiler intended to be used for domestic purposes only
 PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 Superheaters General Pumping Arrangements YES. Oil fuel Burning Piping Arrangements

SPARE GEAR.

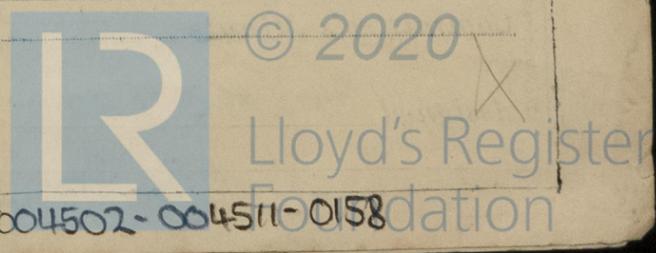
Has the spare gear required by the Rules been supplied
 State the principal additional spare gear supplied

For Hindustan Shipyard Ltd.

James S. Campbell
 Chief Shipyard Manager

The foregoing is a correct description,

Manufacturer.



21st March 1952, 25th & 26th April 1952, 25 & 26th July 1952.

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 30/4/51. Propeller —
 Stern tube — Engine and boiler seatings 22/2/52. Engines holding down bolts 26/4/52.
 Completion of fitting sea connections 22/2/52
 Completion of pumping arrangements 25-7-52. Boilers fixed 26/4/52. Engines tried under steam 25-7-52.
 Main boiler safety valves adjusted 25-7-52. Thickness of adjusting washers P- $\left\{ \begin{matrix} P-3/8" \\ S-13/32" \end{matrix} \right.$, C- $\left\{ \begin{matrix} P-7/16" \\ S-33/64" \end{matrix} \right.$
 Crank shaft material — Identification Mark — Thrust shaft material — Identification Mark —
 Intermediate shafts, material — Identification Marks — Tube shaft, material — Identification Mark —
 Screw shaft, material Steel Identification Mark 19119-CN. Steam Pipes, material Steel. Test pressure 660 lb./sq. Date of Test 22/2/52.
 Is an installation fitted for burning oil fuel No. 19119-CN. 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 JAGRANEE.
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 Rule Requirements and approved plans.

Materials and workmanship. Upon completion of the installation the main boilers were subjected to an accumulation test in accordance with the Rules and the safety valves adjusted for a working pressure of 220 lbs./sq. in.

Finally the main and auxiliary machinery were 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 7-52 and the record of screwshaft C.L.

The amount of Entry Fee ... £ : :
 Special 5d. total fee £ No. 1438/- : :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) Rs. 808/8/- : :
 When applied for, 7-10-1952
 When received, 19

E. Grievs and for J.V. Naylor.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 28 NOV 1952

Assigned +LMC 7,52
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Certificate to be sent to
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