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No. 24471

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

D.O.

Received at London Office 22 AUG 1951

Date of writing Report 12 AUG. 1951. When handed in at Local Office 12 AUG. 1951. Port of GREENOCK

No. in Survey held at GREENOCK Date, First Survey 7 FEBRUARY 1949 Last Survey 23RD JULY 1951

Reg. Book on the S.S. JALAPRATAP

Built at UZAGADATAM By whom built SCINDIA STEAM NAV. CO LTD Yard No. When built

Engines made at GREENOCK By whom made JOHN G. KINCAID & CO LTD Engine No. 795 When made 1951

Boilers made at " By whom made " Boiler No. 795 When made 1951

Registered Horse Power. Owners SCINDIA STEAM NAV. CO LTD Port belonging to

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

Trade for which vessel is intended GREEN SEA SERVICE

GINES, &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 14.25 Crank pin dia. 14.25 Crank webs Mid. length breadth 1 1/8 Thickness parallel to axis 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 tube screw shaft fitted with a continuous liner 4/10

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 4/10 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 One liner 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 4/10 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 4/10

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 4/10

Feed Pumps No. and size 3 Nos 7'-9 1/2 How driven Steam Pumps connected to the Main Bilge Line No. and size 2 Nos 24 x 4 1/2 How driven M.E. 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 lb

IS A REPORT ON MAIN BOILERS NOW FORWARDED? 4/10

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 16-9-47 6-8-47 Main Boilers 7-10-47 Auxiliary Boilers Donkey Boilers

(If not state date of approval) 31-10-47 Bilge Ballast 9-9-48 Oil fuel Burning Piping Arrangements

Superheaters General Pumping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied 4/10

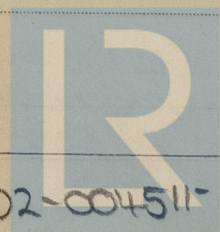
State the principal additional spare gear supplied

For JOHN G. KINCAID & COY., LIMITED.

The foregoing is a correct description.

J. G. Kincaid
Chief Draughtsman.

Manufacturer.



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004502-004511-0159

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Dates of Survey while building
During progress of work in shops - - - (1949) FEB. 4. 11. 16. JUNE 14. 16. 20. JULY 25. AUG. 24. 29. 31. SEPT. 1. (1950) JAN. 11. JULY 28. AUG. 24. (1951) FEB. 19. MAR. 1. 13. 20. 23. 28. APRIL 2. 6. 12. 18. 24. MAY 1. 4. 9. 11. 17. 21. 24. 25. 29. 31. JUNE 1. 4. 5. 6. 8. 19. 20. 22. JULY 26. 28.
During erection on board vessel - - -
Total No. of visits 46.

Dates of Examination of principal parts—Cylinders 1-6-51 Slides 20-7-51 Covers 1-6-51
Pistons 20-7-51 Piston Rods 20-7-51 Connecting rods 20-7-51
Crank shaft 20-7-51 Thrust shaft 20-7-51 Intermediate shafts 11-5-51
Tube shaft 19-6-51 Screw shaft 20-7-51 Propeller 20-7-51
Stern tube 19-6-51 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 18672 29/7/51 Thrust shaft material SMS Identification Mark 18672 29/7/51
Intermediate shafts, material SMS Identification Marks 18672 11/5/51 Tube shaft, material Identification Mark
Screw shaft, material SMS Identification Mark 18672 20/1/51 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 45 If so, state name of vessel GRK FE N° 24395
General Remarks (State quality of workmanship, opinions as to class, &c.)

This engine has been constructed under special survey in accordance with the Rules and approved plans. The materials & workmanship are sound & good. The engine & boilers complete with steam pipes (flanges loose) all valves, cocks & pumps have been shipped to VIZAGAPATAM to be installed in the vessel. This machinery will be eligible in my opinion to be Classed in the Society's Register Book with Record + LMC with date and Notation Screw Shaft CL. 3 SBs 220 lbs / °10. when the installation is completed. Certificate commencing to this engine and 796 to follow will be forwarded on completion of the Contract

4/58 1179-16-0
The amount of Entry Fee ... £ 142 : 16-8 :
Special ... £ : :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 16th AUG. 1951.
When received, 19.

Date GLASGOW 21 AUG 1951

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

Committee's Minute
Deferred for completion // See F.E. mch yph Cal 15829

FRI 28 NOV 1951

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