

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES & BOILERS

(Received at London Office 18 DEC 1950)

Writing Report 1st Dec. 1950 When handed in at Local Office 19 Port of Calcutta

Survey held at Vizagapatam Date First Survey 19th May 50 Last Survey 18th Nov. 1950 (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel SS "INDIRA" ex. Indian Navy S. "CALCUTTA" ex N.C.P. 18. Year. Month.

Vessel built at Calcutta By whom Hooghly Docking & Eng. Co. Ltd. When 1943.

Engines made at Hull By whom Chas. D. Holmes Ltd. When 1942.

Boilers, when made (Main) 1942. (Donkey)

Owners Andhra Andhra Trading Co. Owners' Address Bezawada S. India. (If not already recorded in Appendix to Register Book.)

Boilers 1 S.B. Managers Port Voyage

Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both Vizagapatam D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Boilers Report No. Port

Particulars of Examination and Repairs (if any) Reclassification * L.M.C. T.S.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined

Special damage report made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Donkey " " " " " "

Parts of the Boilers could not be thus thoroughly examined?

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Date of internal examination of each boiler 17/11/50 Present condition of funnel(s) good

Has the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 200 lb./sq. in.

Has the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers? none fitted and of the Donkey Boilers?

Has the Surveyor examine all the mountings of the Main Boilers? yes and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

Has the screw shaft now been changed? no If so, state reasons

Has the screw shaft now fitted been previously used? yes Has it a continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

Date of examination of Screw Shaft 21.5.50 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 0.030"

When referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? please see report.

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done, the vessel has now left for Madras for completion and alterations of Hull and Machinery for conversion to cargo carrying.

To complete the survey for record * L.M.C. 11-50. the following remains to be done: - & auxiliary

(1) The main steam pipes to be tested.

(2) Plans or diagrams of alterations in holds and ballast pumping arrangements to be submitted, and arrangements to be examined.

(3) Oil engine suction and discharge valve shell openings in machinery space, port side, to be permanently closed.

(4) Electric light wiring and switchboard diagrams to be submitted (with full details) and the installation examined, insulation tested, and seen

General Observations, Opinion, and Recommendation: -

Clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c., thus, for example, B.S. 9,11, B.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel will be eligible, in my opinion, to be reclassified and to receive the notation * L.M.C. 11-50 and screwshaft seen 5-50 when the survey is complete.

Fees applied for 19 Received by me, 19

Damage or Repair Fee (if any) (per Section 29) Expenses (if chargeable)

Committee's Minute

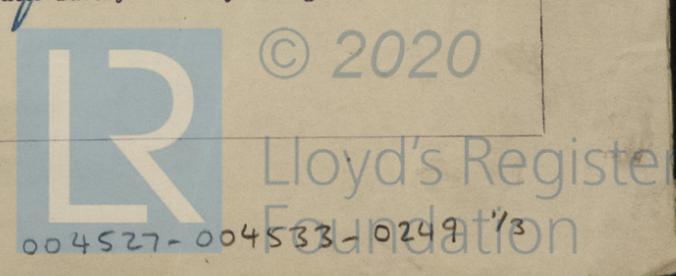
TUES. 15 MAY 1951 Defered

Signature: E. Grieres, Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to



working conditions.

Madras Surveyor advised.

Done for L.M.C. and T.S.

Vessel placed in dry dock, examination made of (eller, oil gland, after end of stern bush, sea connections (cut out) and underwater fastenings.

Screwshaft withdrawn and examined.

Main boiler examined throughout including all mountings, hatches doors and fastenings.

Boiler later examined under steam and safety valves tested to 200 lbs./sq. in.

The following machinery opened out, examined, and found or placed in good condition:-

Main engine cylinders, pistons, valves, and valve gear.

Main engine crankshaft, main, and bottom end bearings.

Pistons and connecting rods, top end bearings, crossheads and guides.

The thrust and intermediate shafting

The condenser (tested).

The attached feed, bilge, sanitary, and air pumps.

The independent main feed, general service and main circulating pumps.

The forced draught fan and steam engine.

The dynamo steam engine.

The windlass.

The steam steering engine.

The cocks, pipes, valves, and strainers of the pumping arrangements in the machinery and boiler spaces (also tried working.)

Electrical installation.

The electric light installation examined and found unsatisfactory owing to the haphazard removal of Admiralty fittings. The 15kW generator examined and tried working and found satisfactory.

Owners representative advised to submit diagram of proposed arrangement of wiring, to remove all superfluous fittings and wiring, and to arrange the remaining circuits in accordance with the Rules.

Pumping arrangements.

Pumping arrangements in machinery space main as fitted in Bassett class Trawlers, but some re-arrangement may be necessary in holds due to alterations. Owners representative advised to submit diagram of any departures from approved plans.

Continued.

Calcutta .

(3)
Continuation of Report No. 14383 dated

on the

Previously fitted oil engine electrical set now completely
red. The cooling water suction and discharge valve openings
shell temporarily closed with blank flanges (in machinery
port side). Owners representative states that these
be permanently closed at Madras.

completion of survey machinery reassembled, with
adjustments and tried under working conditions,
satisfactory results.

E.g.



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