

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 13 NOV 1952

7058.

Date of writing Report. 19 When handed in at Local Office 19 Port of **CALCUTTA.**

No. in Survey held at **VISAKHAPATNAM.** Date, First Survey **11/1/52** Last Survey **27/9** 19 **52**
 Reg. Book (Number of Visits. **6**)

on the **S.S. "JALAPUSHPA"** Tons {Gross
 {Net

built at **VISAKHAPATNAM** By whom built **Hindusthan Shipyard Ltd.** Yard No. **V.C.112** When built **1952**

Engines made at **GREENOCK** By whom made **J.G.Kineaid & Co., Ltd.** Engine No. **796** When made **1951**
 P 2662

Boilers made at **GREENOCK** By whom made **J.G.Kineaid & Co., Ltd.** Boiler No. **e.2661** When made **1951**
 s.2663

Registered Horse Power **2300** Owners **SCINDIA STEAM NAVIGATION CO.LD.** Port belonging to **BOMBAY.**

Horse Power as per Rule **349.25** Is Refrigerating Machinery fitted for cargo purposes **NO** Is Electric Light fitted **YES**

for which vessel is intended **Foreign.**

ENGINES, &c.—Description of Engines **Vertical Triple Expansion See Grk.Report.** Revs. per minute **72**

No. of Cylinders **HP 24.1/2"MP41"LP70** length of Stroke **48** No. of Cylinders **3** No. of Cranks **3**

shaft, dia. of journals as per Rule **14"** Mid. length breadth **1'-8.1/2"** Thickness parallel to axis **/**
 as fitted **141/4"** Crank pin dia. **14.1/4** Crank webs **/** shrunk Thickness around eye-hole **/**
 Mid. length thickness **8.3/4**

Intermediate Shafts, diameter as per Rule **13.5/8** Thrust shaft, diameter at collars as per Rule **1'-2.1/4"**
 as fitted **13.5/8** as fitted **1'-2.1/4"**

Shafts, diameter as per Rule **1'-4.3/8"** Screw Shaft, diameter as per Rule **1'-4.3/8"** Is the **NO** screw shaft fitted with a continuous liner **YES**
 as fitted **1'-4.3/8"** as fitted **1'-4.3/8"**

Liner thickness in way of bushes as per Rule **7/8"** Thickness between bushes as per Rule **21/32"** Is the after end of the liner made watertight in the
 as fitted **7/8"** as fitted **21/32"**

liner boss **YES** If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner **/**
 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 **/**
 no 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 **/**

Port No. If so, state type **/** Length of Bearing in Stern Bush next to and supporting propeller **5'-2"** **YES**

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

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.**

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No. and size **3off, 7"Dia, 21"stroke.** Pumps connected to the Main Bilge Line { No. and size **2Main Engine-1Ballast-1Gen. Service**
 How driven **Steam.** Main Bilge Line { How driven **24"x 4.1/2" 200 tons 100 tons**
Steam per hour per hour

Lubricating Oil Pumps, including Spare Pump, No. and size **1-12"Dia, 24"stroke.**
GS Pump- 8"Dia, 18"stroke.

two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to Main Bilge Pumps and Auxiliary

Pumps:—In Engine and Boiler Room **4-3" Dia in Engine Room 2-3" Dia in Boiler Room.**

Pump Room **/** In Holds, &c. **No.1 - 2 at 3" Dia, No.2-2 at 3.1/2" dia, No.3-2 at 3" dia, No.4- 2 at 3" dia. Tunnel Well 1 at 2.1/2" dia.**

Water Circulating Pump Direct Bilge Suctions, No. and size **1 - 8" dia.** Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
 and size **1 - 4.1/2"** Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes **YES**
1 - 3" dia emergency suction to Ballast Pump.

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**

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

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**

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**

at Pipes pass through the bunkers **Bilge and Ballast** How are they protected **Bilge timber boards.**

at pipes pass through the deep tanks **/** Have they been tested as per Rule **YES**

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times **YES**

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.**

IN BOILERS, &c.—(Letter for record **S**) 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 **3 - S E Return Tube.** Working Pressure **220lbs/sq. inch.**

IS A REPORT ON MAIN BOILERS NOW FORWARDED? **No. See Grk Report.**

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 Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Is the spare gear required by the Rules been supplied **YES**

Is the principal additional spare gear supplied **YES**

The foregoing is a correct description.

James G. Campbell Manufacturer.

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004982-004983-0143

During progress of work in shops - - -

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits

11th, 12th, 13th, 14th, 15th Jan, 9th, 10th Feb, 25th July, 22nd Aug, 27th, 28th Sept, 1952.

Dates of Examination of principal parts - Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft Intermediate shafts

Tube shaft Screw shaft Propeller

Stern tube Engine and boiler sealings 28-7-52 Engines holding down bolts 28-7-52

Completion of fitting sea connections

Completion of pumping arrangements 27-9-52 Boilers fixed 9-2-52 Engines tried under steam 27-9-52

Main boiler safety valves adjusted 27-9-52 Thickness of adjusting washers 7/16 29/64. 25/64 7/16. 13/32. 3/8

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 C.N.H. 24/1/52 Steam Pipes, material Steel Test pressure 660 lbs. 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 No. 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 No.

Is this machinery duplicate of a previous case YES If so, state name of vessel JALAPRATAP.

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

The machinery and boilers have been installed under special survey in accordance with the Society's Rules and Regulations and the Secretary's Letters.

The quality of workmanship is good throughout.

On completion of the installation all main and auxiliary machinery examined under working conditions and found good.

Boilers examined under steam and safety valves adjusted to 220 lbs/sq.inch.

Accumulation tests carried out with satisfactory results.

This vessel's machinery as far as now seen is in good condition and is eligible in our opinions to be classed in the Register Book with the record + LMC 10.52 and TSCL.

The amount of Entry Fee ... £ : : When applied for,

1/5 Special Survey Fee Rs. 1438/- : : 8-9-1952

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) Rs. 1357/8/- : : 19...

Date..... FRI, 28 NOV 1952

W. Blackwood & J. V. Naylor
Engineers Surveyors to Lloyd's Register of Shipping
for 6 Credits & 1/2

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

Committee's Minute + LMC 9.52
FD. CL. 3 SB 220 lb

