

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

27 FEB 1952

Writing Report 9<sup>th</sup> FEBRUARY 1952. When handed in at Local Office 12<sup>th</sup> FEBRUARY 1952. Port of GREENOCK

Survey held at GREENOCK Date, First Survey 19<sup>th</sup> JUNE 1950. Last Survey 28<sup>th</sup> JANUARY 1952. (Number of Visits 53)

Book on the S/S JALAPUSHPA Tons (Gross) (Net)

at VIZAGAPATAN By whom built SCINDIA STR. NAV. CO. LD. Yard No. 46112 When built

Lines made at GREENOCK By whom made JOHN G. KINCAID & CO. LD. Engine No. 796 When made 1952

Motors made at do By whom made do Boiler No. 796 When made 1952

Registered Horse Power Owners SCINDIA STR. NAV. CO. LD. Port belonging to

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

Use for which vessel is intended OPEN SEA SERVICE

Types, &c. Description of Engines Inverted Triple Expansion Revs. per minute 68.5

No. of Cylinders 2 1/2 - 41 - 70 Length of Stroke 48 No. of Cranks 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 1.5 1/2 Thickness parallel to axis 8 3/4

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

Propeller Shafts, diameter as per Rule 14.809 as fitted 16.375 Is the shaft fitted with a continuous liner Yes

Propeller 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. No 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

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

propeller, dia. 17-9 Pitch 17-8 No. of Blades 4 Material Bronze whether Moveable Yes Total Developed Surface 91 sq. feet

Propeller Pumps worked from the Main Engines, No. 2 Diameter 4 1/2 Stroke 24 Can one be overhauled while the other is at work Yes

Engine Pumps worked from the Main Engines, No. 2 Diameter 4 1/2 Stroke 24 Can one be overhauled while the other is at work Yes

Other Pumps No. and size Three 7-8 1/2 How driven Steam Pumps connected to the Main Bilge Line No. and size Two 24 x 14 1/2 How driven ME. One 200 tons/hr

Fast Pumps, No. and size One 200 tons/hr Lubricating Oil Pumps, including Spare Pump, No. and size

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

Large Pumps:—In Engine and Boiler 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? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes

Can the donkey boiler be used for other than domestic purposes Yes

PLANS. Are approved plans forwarded herewith for Shafting 16-9-47 6-5-47 Main Boilers 7-10-47 Auxiliary Boilers Donkey Boilers

Superheaters General Pumping Arrangements 9-9-48 Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

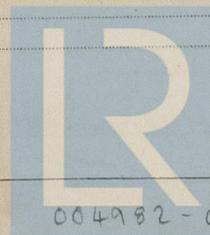
State the principal additional spare gear supplied

For JOHN G. KINCAID & COY., LIMITED.

The foregoing is a correct description.

A. W. Crawford Chief Draughtsman.

Manufacturer.



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Lloyd's Register

Foundation

004982-004987-0+6

424578.

Dates of Survey while building

During progress of work in shops - - (1950) JUNE 19 JULY 28 (1951) MAR. 1. 13. 20. 23. 28 APRIL 2. 17. MAY 7. 21. 25. 31. JUNE 4. 14. 15. JULY 20. AUG. 1. 22. 24. 27. 28. 29. 30. SEPT. 5. 10. 11. 12. 14. 25. OCT. 1. 8. 9. 19. 22. 31. NOV. 1. 15. 20. 23. DEC. 4. 5. 11. 12. 13. 14. 17. 18.

During erection on board vessel - - -

Total No. of visits 53.

Dates of Examination of principal parts—Cylinders 8-10-51 Slides 8-10-51 Covers 8-10-51

Pistons 8-10-51 Piston Rods 24-1-52 Connecting rods 24-1-52

Crank shaft 24-1-52 Thrust shaft 24-1-52 Intermediate shafts 22-8-51

Tube shaft ✓ Screw shaft 24-1-52 Propeller 24-1-52

Stern tube 5-9-51 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 220405 18678 19119 Thrust shaft material SMS Identification Mark 220405 19119 220405

Intermediate shafts, material SMS Identification Marks 220405 19119 220405 22/8/52 Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material SMS Identification Mark 18672 220405 24/1/52 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 GRX FE of N° 24471

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 Upgagapatam to be installed in the vessel.

This machinery will be eligible to be classed in the Society's Register book with Record + LMC with date & notation Screw shaft CL when the installation is complete.

Certificates common to this engine and 791/2/3/4/5 already completed are now forwarded.

4/52 of 179-16. (100% old rule)

The amount of Entry Fee	£ 143-16-8	When applied for,	76 FEB 1952
Special	£ :	When received,	19
Donkey Boiler Fee	£ :		
Travelling Expenses (if any)	£ :		

Date GLASGOW 26 FEB 1952

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

Committee's Minute Deferred for completion

