

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of Writing Report **17th April 52** When handed in at Local Office **19** Port of **CALCUTTA**
 No. in Survey held at **VIZAGAPATAM** Date, First Survey **13-1-52** Last Survey **31-3-1952**
 Reg. Book. **6207s** on the **SS "JAG RANI"** (Number of Vents **4**)
 Built at **Vizagapatam** By whom built **Hindustan Shipyard** Yard No. **108** Tons } Gross
 Engines made at **Greenock** By whom made **John G. Kincaid & Co.** Engine No. **794** When built **1952** Net
 Boilers made at **Greenock** By whom made **John G. Kincaid & Co.** Boiler No. **C-2639** When made **1951**
 Registered Horse Power **2300** Owners **Great Eastern Shipping Co. Ltd.** Port belonging to **BOMBAY**
 Is Refrigerating Machinery fitted for cargo purposes **no** Is Electric Light fitted **yes**
 Trade for which Vessel is intended **Foreign.**

GINES, &c.—Description of Engines **For particulars of Engines see Greenock Rpt. No. 24395.**
 a. 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** **-** Thickness parallel to axis **-**
as fitted **-** **Mid. length thickness** **-** **shrunk** **Thickness around eye-hole** **-**
 Intermediate Shafts, diameter **as per Rule** **-** Thrust shaft, diameter at collars **as per Rule** **-**
as fitted **-** **as fitted** **-**
 Main Shafts, diameter **as per Rule** **-** Screw Shaft, diameter **as per Rule** **-** Is the { tube } shaft fitted with a continuous liner { **-**
as fitted **-** **as fitted** **-**
 Liners, thickness in way of bushes **as per Rule** **-** Thickness between bushes **as per Rule** **-** Is the after end of the liner made watertight in the
as fitted **-** **as fitted** **-** **poller 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 **-**
 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 **-**
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 Movable **yes** Total Developed Surface **91** sq. feet
 Main Pumps worked from the Main Engines, No. **-** Diameter **-** Stroke **-** Can one be overhauled while the other is at work **-**
 Auxiliary Pumps worked from the Main Engines, No. **-** Diameter **-** Stroke **-** Can one be overhauled while the other is at work **-**
 Oil { No. and size **-** Pumps connected to the { No. and size **-**
 Pumps { How driven **-** Main Bilge Line { How driven **-**
 Main Pumps, No. and size **-** Lubricating Oil Pumps, including Spare Pump, No. and size **-**
 Two independent means arranged for circulating water through the Oil Cooler **-** Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps;—In Engine and Boiler Room **Eng. rm. 4 @ 3" d; Thrust recess 1 @ 2" d; boiler rm. 2 @ 3d;**
 Pump Room **-** In Holds, &c. **No. 1 Hold 2 @ 3" p & s; No. 2 Hold. 2 @ 3" d. p & s; No. 3**
Hold 2 @ 3" d. p & s; No. 4 hold. 2 @ 3" dia p & s; tunnel well 1 @ 2 1/2" dia.
 In Water Circulating Pump Direct Bilge Suctions, No. and size **1 @ 8" dia** Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size **1 @ 4" d.** Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes **yes** **✓**
 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 **yes** **✓**
 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** **✓**
 all Pipes pass through the bunkers **bilge and ballast.** How are they protected **limber boards** **✓**
 all pipes pass through the deep tanks **-** Have they been tested as per Rule **-**
 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 **-**) Total Heating Surface of Boilers **-**
 Forced Draft fitted **-** No. and Description of Boilers **-** Working Pressure **-**
A REPORT ON MAIN BOILERS NOW FORWARDED? See Greenock Report No
A DONKEY BOILER FITTED? No If so, is a report now forwarded? **-**
 Is donkey boiler intended to be used for domestic purposes only **6-8-47**
ANS. Are approved plans forwarded herewith for Shafting **31-10-47** Main Boilers **7-10-47** Auxiliary Boilers **-** Donkey Boilers **-**
 (If not state date of approval)
 Reheaters **-** General Pumping Arrangements **9/9/48** 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 **/**

The foregoing is a correct description,

For Hindustan Shipyard Ltd.,

Manufacturer.

Chief Shipyard Manager.

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During progress of work in shops - - - See Greenock No. 24232.
Dates of Survey while building 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 - Propeller -

Stern tube 13/1/52 Engine and boiler seatings 13/1/52 Engines holding down bolts 9/2/52

Completion of fitting sea connections 13/1/52

Completion of pumping arrangements 21/3/52 Boilers fixed 9/2/52 Engines tried under steam 21/3/52

Main boiler safety valves adjusted 21/3/52 Thickness of adjusting washers All 3/8"

Crank shaft material Steel Identification Mark Thrust shaft material Steel Identification Mark 17195 C

Intermediate shafts, material Steel Identification Marks 18178 HAI Tube shaft, material - Identification Mark -

Screw shaft, material Steel Identification Mark 18178CNH Steam Pipes, material Steel Test pressure 660 lbs per sq.in. Date of Test 13/1/52

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 "JALAPUTRA"

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.

Material and workmanship are good. 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 + L.M.C. 6.52 and the record of Screwshaft C.L.

The amount of Entry Fee ... £ : : When applied for,
Special 1/5... Total £.1,438/- : : 19
fee.
Donkey Boiler Fee ... £ : : When received,
Mach.Cert. Rs. 70/- : : 19
Travelling Expenses (if any) Rs. 638/8/- : : 19

FRI. 18 JUL 1952

Committee's Minute

Assigned + LMC 3.52.

F.D. C.L. 3 SB 2206

E. Grievess.
Engineer Surveyor to Lloyd's Register of Shipping



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