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# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 24395

Writing Report 28<sup>th</sup> APRIL 1951 When handed in at Local Office 3<sup>rd</sup> MAY 1951 Port of GREENOCK  
 Survey held at GREENOCK Date, First Survey 20<sup>th</sup> FEBRUARY 1948 Last Survey 6<sup>th</sup> APRIL 1951  
 Book on the S.S. "JAG RANI" (Number of Visits 4)  
 at VIZAGAPATAM By whom built SCINDIA STEAM NAV. CO. LTD. Yard No. 10108 Tons { Gross  
 nes made at GREENOCK By whom made J. G. KINCAID & CO. LTD. Engine No. 794 When built 1951  
 rs made at do By whom made do Boiler No. 794 When made 1948  
 icated Horse Power Owners SCINDIA STEAM NAV. CO. LTD. Port belonging to  
 Horse Power as per Rule 524 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted  
 for which vessel is intended OPEN SEA SERVICE

VES. &c.—Description of Engines Inverted Triple expansion Revs. per minute 68.5  
 of Cylinders 24 1/2 - 41 - 70 Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3  
 shaft, dia. of journals as per Rule 13.9" Crank pin dia. 14.25" Mid. length breadth 1-8 1/2" Thickness parallel to axis 8 3/4"  
 as fitted 14.25" Crank webs Mid. length thickness 8 3/4" shrunk Thickness around eye-hole 6 3/8"  
 Intermediate Shafts, diameter as per Rule 13.33" Thrust shaft, diameter at collars as per Rule 13.9"  
 as fitted 13.625" as fitted 14.25"  
 Shafts, diameter as per Rule 14.809" Is the { tube } shaft fitted with a continuous liner { yes  
 as fitted 16.375" as fitted 16.375" { screw }  
 Liners, thickness in way of bushes as per Rule .752" Thickness between bushes as per Rule .563"  
 as fitted .875" as fitted .656" Is the after end of the liner made watertight in the  
 er 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 ✓  
 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 ✓  
 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  
 No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5'2"  
 ler, dia. 17'9" Pitch 17'8" No. of Blades 4 Material Bronze whether Moveable 4/10 Total Developed Surface 9' 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 4/10  
 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  
 { No. and size Three 7-9 1/2" Pumps connected to the { No. and size Two 24" x 4 1/2" Gm 200 lms/hr 9 Gm 100 lms/hr  
 { How driven Steam Main Bilge Line How driven Main engine Steam  
 Pumps, No. and size One 200 lms/hr Lubricating Oil Pumps, including Spare Pump, No. and size ✓  
 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  
 mp Room In Holds, &c.

Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,  
 d size 1 @ 4 1/2" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes  
 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  
 Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks  
 y 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  
 y 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  
 Pipes pass through the bunkers How are they protected  
 pipes pass through the deep tanks Have they been tested as per Rule  
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times  
 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  
 tment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

BOILERS, &c.—(Letter for record ) Total Heating Surface of Boilers 7563  
 Boilers are fitted with Forced Draft All Which Boilers are fitted with Superheaters None  
 d Description of Boilers Three cylindrical SE Working Pressure 220 lb

REPORT ON MAIN BOILERS NOW FORWARDED? 4/10  
 DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓

donkey boiler be used for other than domestic purposes 14-9-47  
 VS. 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)

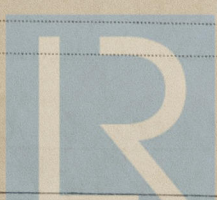
eters. General Pumping Arrangements 9/9/48 Oil fuel Burning Piping Arrangements ✓  
 SPARE GEAR.

spare gear required by the Rules been supplied 4/10  
 principal additional spare gear supplied

JOHN G. KINCAID & COY. LIMITED.

The foregoing is a correct description.  
 Chief Draughtsman.

Manufacturer.



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Lloyd's Register  
 Foundation

005003-005012-0009



4. 24395.

Dates of Survey while building  
During progress of work in shops - - - (1948) FEB. 20. (1949) FEB. 8. 11. APRIL 28. JUNE 14. 16. 20. JULY 25. AUG. 29. SEPT. 1. 13. 26. (1950) JAN. 11. FEB. 6. JULY 28. AUG. 2. 4. 1951  
During erection on board vessel - - -  
Total No. of visits 44

Dates of Examination of principal parts—Cylinders 22-1-51 Slides 29-3-51 Covers 22-1-51  
Pistons 29-3-51 Piston Rods 29-3-51 Connecting rods 29-3-51  
Crank shaft 29-3-51 Thrust shaft 29-3-51 Intermediate shafts 23-3-51  
Tube shaft ✓ Screw shaft 29-3-51 Propeller 29-3-51  
Stern tube 23-3-51 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 S Identification Mark 18178 CHH 29/3/51 Thrust shaft material S Identification Mark 17195 CHH  
Intermediate shafts, material S Identification Marks 18178 CHH 29/3/51 Tube shaft, material ✓ Identification Mark ✓  
Screw shaft, material S Identification Mark 18178 CHH 29/3/51 Steam Pipes, material SOS 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 Greenock FE of N° 24232  
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 VIZACAPATAN to be installed in the vessel. This machinery will be eligible in my opinion to be Classed in the Society's Record book with Record + LMC with date & Notation Screw shaft CL. 3SBs 225 when the installation is completed

Certificates common to this engine and 795/6 to follow will be forwarded on completion of the Contract

4/58 \$179-16 16.8.  
The amount of Entry Fee ... £ 143-6-6 When applied for, 3RD MAY 1951  
Special ... £ : : When received, 19  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :

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

Date

GLASGOW 19 MAY 1951

FRI. 18 JUL 1952

Committee's Minute

Deferred for Completion

See F.E. mchyspt. Cal.

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