

Rpt. 9

Date of writing report 17-9-57

Survey held at CALCUTTA

Received London

No. of visits THREE

WRECK SECTION

CALCUTTA

WRECK SECTION

No. 17786

First date 24/8/57

Last Date 5/9/57

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R. B. 78011 Name M. V. S.S. " SIVA RANJITA " Gross tons 5881 Date of build 1928 -7

Owners INDIAN NATIONAL STEAMSHIP CO. LTD Managers / Port of Registry CALCUTTA

Engines made GLS By D. ROWAN & CO. LTD Type T 3 Cy

No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2DB W.P. 2101b Spt

No. of Aux /Donkey Boilers (db W.P. 1201b)

Surveyed Afloat or in dry Dock AFLOAT

Nature of Survey Blrs.Rprs, Cond. of Class

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Hull	Machinery
+ 100A1	+ LMC- 12-52
8-56	BS- 6-56
SS.(Dr) HAM - 12-52	CL- 12-55

condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus * should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections

Fastenings Has Screwshaft/Tubeshaft been drawn? Date of Examination Has Shaft been changed?

Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved Oil gland

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

Cyls., Covers, Pistons & Rods

Valves & Gears

Connecting Rods, Top Ends & Guides } Side Centre

Crankpins & Bearings } Side Centre

Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

Cyls., Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

Cyls., Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

Casings, Rotors, Blading, Bearings & Thrusts

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EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANŒUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel so far as now seen is

an efficient condition and eligible to remain as classed without fresh record of survey

subject to the furnaces of both main boilers being specially examined and dealt with as

necessary at the next Special Survey as previously recommended and to all outstanding

conditions of class being dealt with as previously recommended.

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Date of Committee THURSDAY 14 NOV 1957

Decision Refused for comp 25/11/57

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If certificate is required state where to be sent

A. R. MORTON
Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

005269-005279-0135 1/2

32 Essential Independent Pumps (Identify by position)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety Devices—Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION	PORT	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
		STARBOARD		
a Generators				l Generators & Governors
b Exciters				
c Air Coolers				m Motors
d Motors				
e Air Coolers				n Switchboards & Fittings
f Control Gear, Cables, etc.				o Circuit Breakers
g Insulation Resistance				p Cables
h Insulating Oil Test				q Insulation Resistance
i Overspeed Governors				r Steering Gear Generators and Motors
j Magnetic Couplings				s Navigation Light Indicators
k Air Gap				

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN	AUXILIARY, DONKEY or PRESS
Superheaters	
Safety Valves	
Mountings, Doors & Fastenings	
Safety Valves Adjusted to { Sat. / Spt.	
Boiler Securing Arrangements	
Main Economisers	Exhaust Gas Heated Economisers
Steam Heated Steam Generators	Steam Generators Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?	Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?	Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main	Auxiliary (over 3 in. bore)
Were Copper Pipes annealed?	Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

NOW DONE FOR CONDITION OF CLASS:-

Forward outboard furnace of starboard boiler to be examined and dealt with as necessary on arrival at Calcutta or by mid-June 1957 (one week limit).

Forward outboard furnace of starboard boiler examined in way of welded repair and found to continue efficient. It is submitted that this special condition of class be now withdrawn and the furnace be specially examined and dealt with as necessary at the Special Survey as previously recommended.

NOW DONE FOR REPAIRS (WEAR AND TEAR):-

Forward inboard furnace of port boiler grooved and holed on fifth corrugation from mouth at a position just off top centre with several shallow surface fractures adjacent all running in a longitudinal direction. The grooving was Veed out and welded, the shallow fractures cut out and welded and the water side of the furnace in way was built up with welding.

Port boiler inboard combustion chamber wrapper plate grooved and /2...

LEAVE THIS SPACE BLANK

Survey fees **CONDITION OF CLASS ... Rs. 50/-**

BOILER REPAIRS Rs. 150/-

Damage fee ...

Expenses... .. Rs. 24/-

Date when A/o rendered 19th September 1957.

holed, vertically, adjacent to after furnace and tubeplate.

Grooving now cut out and welded.

On completion, the repairs were subjected to hydraulic pressure, hammer tested and found satisfactory.

Q. K. Moulai