

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

24 JUN 1936

Date of writing Report 15-8-1936. When handed in at Local Office 18th JUNE 1936. Port of GREENOCK.
 No. in Survey held at 49002 Date, First Survey 4th OCTOBER 1935 Last Survey 17-6-1936
 Reg. Book. on the S/S "Galayamma"
 Built at Glasgow By whom built Lithgows & Co. Yard No. 882
 Engines made at Greenock By whom made John Kincaid & Co. Engine No. 677
 Boilers made at ditto By whom made ditto Boiler No. 677
 Registered Horse Power 524 Owners Sunda S&C Co. Ltd. Port belonging to Bombay
 Net Horse Power as per Rule (524) 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 Triple Expansion
 No. of Cylinders 2 1/2-41-70 Length of Stroke 48" No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 13.99" as fitted 14 1/4" Crank pin dia. 14 1/4" Crank webs Mid. length breadth shrunk Thickness parallel to axis 8 3/4" Mid. length thickness Thickness around eye-hole 6 3/8"
 Intermediate Shafts, diameter as per Rule 13.3" as fitted 13 5/8" Thrust shaft, diameter at collars as per Rule 13.997" as fitted 14 1/4"
 Tube Shafts, diameter as per Rule 14.79" as fitted 16 3/8" Is the tube shaft fitted with a continuous liner? Yes
 Bronze Liners, thickness in way of bushes as per Rule 25/32" as fitted 7/8" Thickness between bushes as per Rule 21/32" as fitted 21/32" Is the after end of the liner made watertight in the propeller boss? Yes
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner? Yes
 If 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? Yes
 If two liners are fitted, is the shaft lapped or protected between the liners? Yes
 Length of Bearing in Stern Bush next to and supporting propeller 5.2"
 Propeller, dia. 14.9" Pitch 14.8" No. of Blades 4 Material Bronze whether Movable? Yes Total Developed Surface 91 sq. feet
 Feed 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
 Bilge 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
 Feed Pumps No. and size 2-4 1/2" x 9 1/2" x 21" Pumps connected to the Main Bilge Line No. and size 2-(6 1/2" x 7 1/2" x 18") How driven Steam
 Ballast Pumps, No. and size one 8 1/2" x 7 1/2" x 18" Lubricating Oil Pumps, including Spare Pump, No. and size —
 Are two independent means arranged for circulating water through the Oil Cooler? Yes
 Bilge Pumps;—In Engine and Boiler Room 3-3" Tunnel Well 1-2 1/4"
 In Pump Room In Holds, &c. 7'0" 1-2-3" 7'0" 2-3 1/2" 7'0" 3-2-3" 7'0" 4-2-3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 8" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 4 1/2"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes? Yes
 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? Yes
 Are all Sea Connections fitted direct on the skin of the ship? Yes Are they fitted with Valves or Cocks? Both
 Are 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
 Are 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
 What Pipes pass through the bunkers Bilge Suctions How are they protected? Wood casing
 What pipes pass through the deep tanks? None Have they been tested as per Rule? Yes
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times? Yes
 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? Yes Is the Shaft Tunnel watertight? Yes Is it fitted with a watertight door? Yes worked from UPPER PLATFORM
 MAIN BOILERS, &c.—(Letter for record R) Total Heating Surface of Boilers 4563#
 Is Forced Draft fitted? Yes No. and Description of Boilers 3 Single Ended Working Pressure 220
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No Yes If so, is a report now forwarded? Yes
 Is the donkey boiler intended to be used for domestic purposes only? No
 PLANS. Are approved plans forwarded herewith for Shafting 4/9/35 Main Boilers No (in London) Auxiliary Boilers Yes Donkey Boilers No (in London)
 (If not state date of approval)
 Superheaters General Pumping Arrangements 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 2 Cast Steel Propeller Blades

The foregoing is a correct description,
 For JOHN G. KINCAID & CO. LIMITED.

Director.

Manufacturer.



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Lloyd's Register

002711-002716-02412

(1935) OCT. 4-10-22-24-30 NOV. 5-8-15-18-19-20-22-29 DEC. 2-5-6-9-13-20-23-24-26-29 (1936) JAN. 8-10-14-15-19-20-23-24-28 FEB. 5-4-11-12-14-19-20
 During progress of work in shops - - 24-28 MAR. 2-3-6-11-12-13-18-20-23-24-25-29-30 APRIL 2-4-9-10-11-14-20-21-22-24-29-30 MAY 1-5-6-4-11-12-14-19-22-26-29
 Dates of Survey while building During erection on board vessel - - JUNE 1-4-14
 Total No. of visits 81

Dates of Examination of principal parts—Cylinders 25- 3- 36 Slides 18- 3- 26 Covers 25- 3- 36
 Pistons 2- 4- 36 Piston Rods 2- 4- 36 Connecting rods 12- 2- 36
 Crank shaft 25- 2- 36 Thrust shaft 5- 5- 36 Intermediate shafts 5- 5- 36
 Tube shaft ✓ Screw shaft 29- 4- 36 Propeller 18- 3- 36
 Stern tube 27- 4- 36 Engine and boiler seatings 30- 4- 36 Engines holding down bolts 29- 5- 36
 Completion of fitting sea connections 6- 5- 36
 Completion of pumping arrangements 29- 5- 36 Boilers fixed 29- 5- 36 Engines tried under steam 29- 5- 36
 Main boiler safety valves adjusted 4- 6- 26 Thickness of adjusting washers P 23/64 S 21/64 P 51/16 S 11/32 P 31/8 S 11/32 F 9/32 A 11/32
 Crank shaft material S Identification Mark LR 5829 WGM. Thrust shaft material S Identification Mark LR 5830 WGM.
 Intermediate shafts, material S Identification Marks LR 5830 WGM. Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material S Identification Mark LR 5830 WGM. Steam Pipes, material S ✓ Test pressure 660 lb. 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
 Is this machinery duplicate of a previous case Yes If so, state name of vessel 'S' Jalaganga' 20151.

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

These Buguin boilers have been built under special survey in accordance with the approved plans & the workmanship & material are of good quality. They have now been securely fitted on board, tried under steam & found satisfactory. The machinery is eligible in my opinion for the record LMC 6-36

The amount of Entry Fee ... £ 6 : - : When applied for,
 Special ... £ 10 : 4 : 18th JUNE 1936
 Donkey Boiler Fee ... £ 6 : 3 : When received,
 Travelling Expenses (if any) £ : : 19th JUNE 1936

Committee's Minute GLASGOW

23 JUN 1936

Assigned + L.M.C. 6.36.

F.D.

Gordon Maclellan
 Engineer Surveyor to Lloyd's Register of Shipping.



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