





m.s. "INDIA", No. 63896 in the Register Book.

To COMPLETE THE C.S. OF THE MACHINERY: (Contd.)

Port main engine: (Contd.)

Nos. 4, 5 & 7 bottom ends,

Nos. 4, 5, 6, 7 & 10 journals.

Starboard main engine:

No. 6 cylinder, piston, cover, valves, etc.

Nos. 4 & 6 top ends,

No. 6 bottom end,

Nos. 6, 8, 9 & 10 journals.

Aft auxiliary compressor.

Main injection air receivers.

Pumping arrangements.

Pumps (except bilge, ballast, port inboard- and starboard lubricating oil, port and starboard cooling water and fuel transfer).

Lubricating oil and water coolers.

Oil burning arrangements.

Circuit breakers and protective devices of the 3 old generators and the governing of these generators prime movers to be tested.

REPAIRS EFFECTED DUE TO DAMAGE : (Damage stated to have been caused by contact with bottom at Bangkok on 6th June, 1954).

Both propellers removed, blade tips faired and repaired as necessary, both propeller shafts drawn for examination and propeller shafts and propellers refitted.

OWNERS' OVERHAUL AND REPAIRS EFFECTED DUE TO WEAR AND TEAR:

Lignum vitae in port sternbush renewed.

Aft sternbush liner in starboard sternbush renewed (cracked).

Lignum vitae renewed.

Starboard thrust block:

Foundation plate renewed (cracked).

Thrustshoes and bearings remetalled.

Port main engine:

Reversing gear overhauled.

Camshaft chain renewed.

Guide rings of Nos. 1 and 8 cylinders renewed.

Silencers removed, repaired as necessary and refitted.

Frame, entablature and crankshaft of the former injection air compressor removed.

Starboard main engine:

Reversing gear overhauled.

Camshaft chain renewed.

Guide rings of Nos. 1, 2, 5 & 8 cylinders renewed.

Silencers removed, repaired as necessary and refitted.

Frame, entablature and crankshaft of the former injection air compressor removed.

Ballast pump:

Chain drive renewed.

Bilge- and sanitary pump:

Waterhousing renewed.

Inboard pump of port lubricating oil pump set:

4 roller bearings renewed.

ALTERATIONS: A new oil engine electric generator set has now been fitted onboard in the Engine Room forward of the port main engine.

The oil engine has been made by Messrs. A/S Motorfabriken Bukh, Kalundborg, under the supervision of the Copenhagen Surveyors. Engine No. 6489. Particulars of the engine as per Copenhagen certificate No. 566 (photostate copy attached hereto).

The generator has been made by Messrs. Hansa-Motoren-Fabrik, Hamburg-Altona, with (See Continuation)



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ALTERATIONS: (Contd.)

generator No. 546592 and is of drip proof, compound wound type (photostate copy of the Makers' test certificate attached hereto).

The alterations of the existing electrical equipment in connection with the above installation has been approved at Gothenburg 10.9.54 as per plan No. 0-4-0289.

This oil engine electrical generator set and the additional electrical equipment in connection herewith has been fitted onboard as per Rule and approved plan under my supervision and to my satisfaction. On completion the generator set was examined under full working conditions, the governor of the oil engine, the generator circuit breaker and reverse current protective device tested and found satisfactory.

PARTICULARS OF GENERATING PLANT.

Generator.

Makers: Hansa-Motoren-Fabrik, Hamburg-Altona.

KW = 75. Volts = 220. Amperes = 325. Rev. per min. = 750.

Prime mover.

Type: Oil engine.

Makers: A/S Motorfabriken Bukh, Kalundborg.

GENERATOR CABLES.

No. in parallel per pole: Generator: 2. Equalizer: 1.

Sect. Area sq. mm: " 240 " 120

Max. current in amperes: In the circuit: 325. Rule: 350.

Approx. length (lead plus return, metres): 12.

Insulation: Rubber.

Protective covering: Lead covered and armoured.

TOTAL CAPACITY OF GENERATORS NOW = 345 KW.

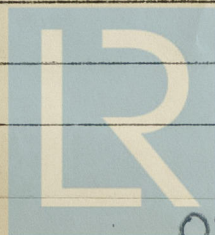
SR LIST: The repairs to port aft aux. engine crankcase specially examined now and found efficient. It is recommended same being again examined before the end of March, 1955 (6 mos. limit).

NOTE 1: Due to the Yard's lack of people was not the present continuous survey cycle of the machinery completed at this occasion. It was stated by the Owners' that the survey will be completed as soon as possible.

NOTE 2: The alignments of port and starboard ME crankshafts were now controlled by a micrometer clock gauge. The alignment found to be not so good. Due to the Owners' lack of time and the Yard's lack of people were the alignments not adjusted now and it is therefore recommended that the vessel's class be made subject to the alignments of port and starboard main engine crankshafts being adjusted before the end of November, 1954 (2 mos. limit.).

INTERIM CERTIFICATE issued - copy attached.

*V. J. Stenlund*



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