

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

22 SEP 1954

Writing Report 21st Sept. 1954. When handed in at Local Office 21st Sept. 1954. Port of HELSINGBORG.

Survey held at Landskrona Date First Survey 31st August Last Survey 16th Sept. 1954 (No. of Visits 8)

on the Machinery of the ~~Woodblock~~ Steel Twin Sc m.s. "INDIA".

Gross 9549 Vessel built at Nakskov By whom A/S Nakskov Skibsvft. Year 1930 Month 12mo
 Net 6034 Engines made at Copenhagen By whom A/S Burmeister & Wain When 1930
 Rule 948 Boilers, when made (Main) (Donkey) NDB 7,52
 Boilers Owners A/S Det Østasiatiske Kompagni Owners' Address -
 (if not already recorded in Appendix to Register Book.)
 Port Copenhagen Voyage -
 Managers
 If Surveyed Afloat or in Dry Dock Both Landskrona
 (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

HULL	MACHINERY
*100A1 with freeboard	*IMC CS 4,50
Cpn. 3,54	*NDB 7,52
	CL 7,52
	Ref. Mchy.
ssCpn.-12,49	
Fitted for carrying oil fuel above 150° F. in deep tank.	OIL ENGINES

Port No. **Port** LMC CS, TS, SR LIST, Alteration, Owners' overhaul and DAMAGE.
 Reasons of Examination and Repairs (if any)
 Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides in the body of the report, should be briefly summarised at the end of the report. State also the dates and letters respecting this case. Sec. ltr. "Classn. (H)" of the 13.8.54.

Where the Surveyor has not made a special damage report he is required to state whether he offered his report for this purpose, and why they were declined. Offered to Owners; Not req.
 report made by anyone else? If so, by whom? Underwr. Surv.
 Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -

For what reasons Not due for survey. What parts of the Boilers could not be thus thoroughly examined? -
 means, in the absence of internal examination, were adopted by the
 to assure himself of the thorough efficiency of those parts of each Boiler? -
 State of internal examination of each boiler Present condition of funnel(s) -
 Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam? -
 Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam? -
 Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers? -
 Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers? -
 Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers? -

Shafts now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? -
 Has the shaft now fitted been previously used? - Has it a continuous liner? -
 Oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft Both 3.9.54 State the wear down in the
 Lignum vitae renewed. Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes
 Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes
 Auxiliary machinery should be referred to by position in Machinery Space.
 If not complete, state what arrangements have been made for its completion and what remains to be done To complete. (See below).

The vessel placed in dry dock. Propellers, propeller shafts, sternbushes and outside fastenings examined.
 Port and stbd. ME thrust shafts with bearings examined.
 Forward aux. compressor with coolers examined.
 LP- and IP coolers for the centre- and aft aux. compressors examined.
 All aux. injection air receivers with valves and safety devices examined.
 Starboard main cooling water pump and port inboard lubricating oil pump examined.
 The electrical equipment examined and the insulation resistance tested as per Rule.

STATE THE C.S. OF THE MACHINERY:
 Main engine: Nos. 4 & 5 cylinders, pistons, covers, valves, etc.
 Nos. 4 & 5 top ends, (See Continuation)

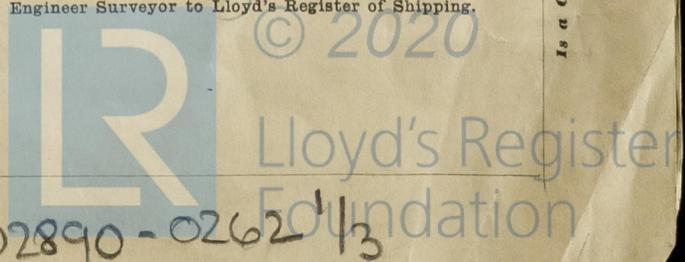
Observations, Opinion, and Recommendation:—
 State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)
 Submitted the machinery of this ship is eligible to remain as classed, with record of "Tail shafts seen" 9,54
 made now and the record of * LMC CS 9,54 being made when the survey has been completed, subject to the alignment
 & stbd. main engine crankshafts being adjusted before the end of November, 1954 (2 mos. limit) and subject to
 to port aft aux. engine crankcase being again examined before the end of March, 1955 (6 mos. limit).

per Section 23) Kr. 310:00 Fees applied for, 21/9 1954
 Pt El. Inst. ... Kr. 425:00
 Charge or Repair Fee (if any) Kr. 125:00 Received by me, _____
 Expenses (if chargeable) £ -- : 19

Engineer Surveyor to Lloyd's Register of Shipping.

THURSDAY 21 OCT 1954

Deferred for ep CS Both 9/54



002883-002890-026243

Is a Certificate required? If so, to be sent to

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)

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

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. Stanley



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Foundation

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