

Rpt. 9

Date of writing report 23/7/58

Survey held at Calcutta

Received London

No. of visits 2

Port Calcutta

First date 15/7/58

No. 18291

Last Date 18/7/58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R. B. 15018 S.S. Name "JALAGANGA" Gross tons 4981 Date of build 1936 - 5
Owners Scindia Steam Nav. Co. Ltd. Managers / Port of Registry Bombay
Engines made Grk By J. G. Kincaid & Co. Ltd. Type T 3 Cy.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 3 SB W.P. 220 lb.
No. of Aux/Donkey Boilers (db W.P. 150 lb).
Surveyed Afloat or in dry Dock Afloat
Nature of Survey Commencement MBS
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100 A1	+LMC - 2,54
2,58	M - 5,57
SS. Bom. - 2,54	CL - 8,56
	SPS - 2,54

The 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 the 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
1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, { Side
Top Ends & Guides { Centre
4 Crankpins & { Side
Bearings { Centre
5 Journals & Bearings
MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices
MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANŒUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel as now seen is in efficient condition and eligible in my opinion to remain as Classed and to have record of MBS 7/58 when the survey has been completed subject to all outstanding Conditions at present attached to the vessel's Class being dealt with as previously recommended.

Date of Committee

Decision

TUESDAY 26 AUG 1958

Deferred for ESE cp MBS

E. D. COOK

E. D. COOK

Engineer Surveyor to Lloyd's Register of Shipping

Noted for Transfer

003013 - 003017 - 0030

Lloyd's Register Foundation

If certificate is required state where to be sent

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

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN Centre 15/7/58 Good

Superheaters
Safety Valves above Good.
Mountings, Doors & Fastenings above Good.
Safety Valves Adjusted to Sat. not adjusted
Boiler Securing Arrangements above Good.
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?
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good.

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)

To complete MBS: the port and starbd boilers require to be examined in their entirety and the safety valves of all boilers adjusted.
It is the Superintendent's intention to progress or complete the survey on the vessel's return to this port from a coastal voyage.
Wear and tear repairs : Centre boiler; safety valve seats and lids, main stop valve spindle and bridge and aux. stop valve shell studs all renewed. Aux. stop valve outlet flange repaired by welding where small portion of flange extending into one bolt hole was broken away, the valve examined under hydraulic test of 450 lbs/sq.in. on completion and found good.

LEAVE THIS SPACE BLANK

Survey fees Part MBS Rs. 225/-
Repairs-aux. stop valve Rs. 100/-
Damage fee ...
Expenses... Rs. 16/-

Date when A/c rendered 24 - 7 - 58.