

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 13506

Date of writing Report

19

When handed in at Local Office

Received at London Office

No. in Survey held at Reg. Book.

Vizagapatam

Port of

Calcutta

- 5 JAN 1949

Date, First Survey

16. 1. 48

Last Survey

20. 10. 48

1948

on the

"JALASHA"

(Number of Visits ")

Built at

Vizagapatam

By whom built

The Scindia Steam Nav. Co. Ltd

Yard No.

Tons

Gross 5102

Net

When built 1948

Engines made at

Greenock

By whom made

J. C. Kincaid

Engine No.

When made 1945

Boilers made at

Greenock

By whom made

J. C. Kincaid

Boiler No.

When made 1945

Registered Horse Power

Owners

The Scindia Steam Nav. Co. Ltd

Port belonging to

Bombay

Nom. 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 going

ENGINES, &c.—Description of Engines

Dia. of Cylinders ☒ Length of Stroke ☒ No. of Cylinders ☒ Revs. per minute ☒
 Crank shaft, dia. of journals ☒ as per Rule ☒ Crank pin dia. ☒ Crank webs ☒ Mid. length breadth ☒ No. of Cranks ☒
 Intermediate Shafts, diameter ☒ as per Rule ☒ as fitted ☒ Thrust shaft, diameter at collars ☒ as per Rule ☒ as fitted ☒
 Tube Shafts, diameter ☒ as per Rule ☒ as fitted ☒ Screw Shaft, diameter ☒ as per Rule ☒ as fitted ☒ Is the tube ☒ screw ☒ shaft fitted with a continuous liner ☒
 Bronze Liners, thickness in way of bushes ☒ as per Rule ☒ as fitted ☒ Thickness between bushes ☒ as per Rule ☒ as fitted ☒ Is the after end of the liner made watertight in the

propeller boss ☒ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ☒
 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 ☒
 If two liners are fitted, is the shaft lapped or protected between the liners ☒ Is an approved Oil Gland or other appliance fitted at the after end of the tube ☒
 shaft ☒ If so, slate type ☒ Length of Bearing in Stern Bush next to and supporting propeller ☒

Propeller, dia. ☒ Pitch ☒ No. of Blades ☒ Material ☒ whether Movable ☒ Total Developed Surface ☒ sq. feet
 Feed Pumps worked from the Main Engines, No. ☒ Diameter ☒ Stroke ☒ Can one be overhauled while the other is at work ☒
 Bilge Pumps worked from the Main Engines, No. ☒ Diameter ☒ Stroke ☒ Can one be overhauled while the other is at work ☒

Feed Pumps { No. and size ☒ How driven ☒ Pumps connected to the { No. and size ☒ How driven ☒
 Main Bilge Line ☒ Lubricating Oil Pumps, including Spare Pump, No. and size ☒

Are two independent means arranged for circulating water through the Oil Cooler ☒ Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room ☒ In Holds, &c. ☒

In Pump Room ☒ Main Water Circulating Pump Direct Bilge Suctions, No. and size ☒ Independent Power Pump Direct Suctions to the Engine Room Bilges, ☒

No. and size ☒ Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes ☒
 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 ☒

Are all Sea Connections fitted direct on the skin of the ship ☒ Are they fitted with Valves or Cocks ☒
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates ☒ Are the Overboard Discharges above or below the deep water line ☒

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel ☒ Are the Blow Off Cocks fitted with a spigot and brass covering plate ☒
 What Pipes pass through the bunkers ☒ How are they protected ☒

What pipes pass through the deep tanks ☒ Have they been tested as per Rule ☒
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times ☒

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 ☒ Is the Shaft Tunnel watertight ☒ Is it fitted with a watertight door ☒

MAIN BOILERS, &c.—(Letter for record ☒ Total Heating Surface of Boilers ☒
 Is Forced Draft fitted ☒ No. and Description of Boilers ☒ Working Pressure ☒

IS A REPORT ON MAIN BOILERS NOW FORWARDED? ☒ Attached ☒
 IS A DONKEY BOILER FITTED? ☒ If so, is a report now forwarded? ☒

PLANS. Are approved plans forwarded herewith for Shafting ☒ Main Boilers ☒ Auxiliary Boilers ☒ Donkey Boilers ☒
 Superheaters ☒ General Pumping Arrangements ☒ Oil fuel Burning Piping Arrangements ☒

Has the spare gear required by the Rules been supplied ☒ SPARE GEAR.
 State the principal additional spare gear supplied ☒

The foregoing is a correct description,
 For The Scindia Steam Navigation Co. Ltd.

James S. Campbell
 Chief Shipyard Manager.

Manufacturer.



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Lloyd's Register
 Foundation

004900-004905-0138

During progress of work in shops - -
 Dates of Survey while building
 16-1-48, 23-3-48, 19 & 20 Aug. 1948, 7, 8, 9 Oct. 48
 During erection on board vessel - -
 Total No. of visits Eleven. (11)

Dates of Examination of principal parts—Cylinders
 Pistons ✓ Piston Rods ✓ Slides ✓ Covers ✓
 Crank shaft ✓ Thrust shaft ✓ Connecting rods ✓
 Tube shaft ✓ Screw shaft 13-3-48 Intermediate shafts ✓
 Stern tube 16-2-48 Engine and boiler seatings 19-8-48 Propeller 13-3-48
 Completion of fitting sea connections 16-1-48 Engines holding down bolts 19-8-48
 Completion of pumping arrangements 7-10-48 Boilers fixed 21-9-48
 Main boiler safety valves adjusted 6-10-48 Thickness of adjusting washers P.B.L.R. SV. 3/8", Centre Bl. SV. 3/8", S.B. Bl. SV. 3/8"
 Crank shaft material ✓ Identification Mark ✓ Thrust shaft material ✓ Identification Mark ✓
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material ✓ Identification Mark ✓ Steam Pipes, material S.D.S. Test pressure 660 lbs Date of Test 29-7-48
 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 ✓ 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 "Jala Krishna"

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The machinery of this vessel has been installed under Special Survey in accordance with Rule Requirements and approved plans. The materials and workmanship are sound and good. Upon completion of the installation the main boiler was subjected to an accumulation test in accordance with the Rules and the safety valves adjusted under steam for a working pressure of 220 lbs. Finally, the main and auxiliary machinery was tried under full working conditions with satisfactory results. This machinery is eligible in my opinion to be classed in the Register Book with the notation of LMC 10, 48 and record of CL 3, 48. Interim Certificate issued, copy attached hereto. Classification Certificates in 'duplicate' are requested.

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £
 Special Survey (80/-) 820/- Rs.
 Donkey Boiler Fee ... £
 Travelling Expenses (if any) £ 785/- Rs.
 When applied for, 19
 When received, 19

Committee's Minute
 Assigned + LMC 10.48
 3 lb, 220 lb F.D. C.L.