

Rpt. 9

Date of writing report **17-9-57**
Survey held at **CALCUTTA**

Received London **30 SEP 1957**
No. of visits **THREE**

WRECK SECTION
Port **CALCUTTA** No. **17786**
First date **24/8/57** Last Date **5/9/57**

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R. B. **78011** S.S. Name M. V. **S.S. " SIVA RANJITA "** Gross tons **5881** Date of build **1928 -7**
Owners **INDIAN NATIONAL STEAMSHIP CO. LTD** Managers **/** Port of Registry **CALCUTTA**
Engines made **GLS** By **D. ROWAN & CO. LTD** Type **T 3 Cy**
No. of Main Engines **1** No. of Screws **1** Records of Survey & Special Notations as per Register Book
No. of Main Boilers **2DB** W.P. **2101b Spt**
No. of Aux /Donkey Boilers **(db W.P. 1201b)**
Surveyed Afloat or in dry Dock **AFLOAT**
Nature of Survey **BlrS.Rprs, Cond. of Class**
Was Damage Report issued? **No** Int. Cert.? **Yes**
Last Report (For Head Office only)

Hull	Machinery
+ 100A1	+ LMC- 12-52
8-56	BS- 6-56
SS.(Dr) HAM - 12-52	CL- 12-55

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 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

Cyls., Covers, Pistons & Rods.....
Valves & Gears.....

Connecting Rods, { Side.....
Top Ends & Guides { Centre.....

Crankpins & { Side.....
Bearings { Centre.....

Journals & Bearings.....

MAIN ENGINE DRIVEN AIR COMPRESSORS

Cyls., Covers, Pistons & Rods.....

Connecting Rods & Top Ends.....

Crankpins & Bearings.....

Journals & Bearings.....

Coolers & Safety Devices.....

MAIN ENGINE DRIVEN SCAVENGE PUMPS

Cyls., Covers, Pistons & Rods.....

Connecting Rods & Top Ends.....

Crankpins & Bearings.....

Journals & Bearings.....

Levers.....

SCAVENGE BLOWERS.....

SUPERCHARGERS.....

MAIN TURBINES

Casings, Rotors, Blading, Bearings & Thrusts.....

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES).....

STEAM COMPRESSORS.....

CLUTCHES & HYDRAULIC COUPLINGS.....

REDUCTION GEARING.....

THRUST BLOCKS, SHAFTS & BEARINGS.....

INTERMEDIATE SHAFTS & BEARINGS.....

HOLDING DOWN BOLTS & CHOCKS.....

CONDENSERS (MAIN & AUX.).....

STEAM RE-HEATERS.....

DE-SUPERHEATERS.....

STOP & MANŒUVRING VALVES.....

MAIN ENGINE DRIVEN PUMPS.....

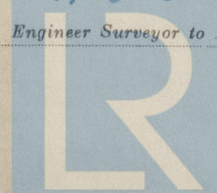
CRANKCASE DOORS & EXPLOSION RELIEF DEVICES.....

OPINION OF MACHINERY AND RECOMMENDATIONS.....

The machinery of this vessel so far as now seen is in an efficient condition and eligible to remain as classed without fresh record of survey subject to the furnaces of both main boilers being specially examined and dealt with as necessary at the next Special Survey as previously recommended and to all outstanding conditions of class being dealt with as previously recommended.

Date of Committee **THURSDAY 14 NOV 1957**
Decision **Deferred for comp 25/11/57**

A. R. MORTON
Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register
Foundation

005269-005279-0135 1/2

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

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

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?

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel

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)

NOW DONE FOR CONDITION OF CLASS:-

Forward outboard furnace of starboard boiler to be examined and dealt with as necessary on arrival at Calcutta or by mid-June 1957 (one week limit).

Forward outboard furnace of starboard boiler examined in way of welded repair and found to continue efficient. It is submitted that this special condition of class be now withdrawn and the furnace be specially examined and dealt with as necessary at the Special Survey as previously recommended.

NOW DONE FOR REPAIRS (WEAR AND TEAR):-

Forward inboard furnace of port boiler grooved and holed on fifth corrugation from mouth at a position just off top centre with several shallow surface fractures adjacent all running in a longitudinal direction. The grooving was Veed out and welded, the shallow fractures cut out and welded and the water side of the furnace in way was built up with welding.

Port boiler inboard combustion chamber wrapper plate grooved and
/2...

Survey fees CONDITION OF CLASS ... Rs. 50/-

BOILER REPAIRS Rs. 150/-

Damage fee ...

Expenses... ... Rs. 24/-

Date when A/o rendered 19th September 1957.

Rpt. 9a.

Port of

CALCUTTA

Continuation of Report No. 17785

dated 19th September 1957

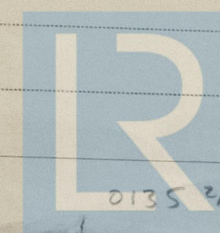
on the S.S. "SIVA RANJITA"

holed, vertically, adjacent to after furnace and tubeplate.

Grooving now cut out and welded.

On completion, the repairs were subjected to hydraulic pressure, hammer tested and found satisfactory.

Q. K. Moulai



© 2020

Lloyd's Register
Foundation