

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

25 JUL 1949

Date of writing Report 29-5-49 When handed in at Local Office 30-5-49 Port of Calcutta
 No. in Survey held at Vijayapattam Date, First Survey 20.10.48 Last Survey 8-5-49
 Reg. Book 15862 on the KUTUBTARI Tons { Gross 390 Net 209
 Built at Vijayapattam By whom built Scindia Ste. Nav. Co. Ltd. Yard No. VC.109 When built 1949
 Engines made at Paisley By whom made McAlister & Baxter Engine No. 1380 When made 1948
 Boilers made at Exmouth By whom made J.G. Vincent & Co. Boiler No. 2189 183 When made 1948
 Registered Horse Power 68 (66.96 MN.) Owners Scindia Ste. Nav. Co. Ltd. Port belonging to Calcutta
 Nom. Horse Power as per Rule _____ Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes
 Trade for which vessel is intended Cargo and passenger carrying - restricted service.

ENGINES, &c.—Description of Engines 2 1/2" compound inverted direct acting Revs. per minute 230
 Dia. of Cylinders 10 1/2" - 14" - 28" Length of Stroke 18" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule Crank pin dia. 5 7/16" Mid. length breadth 18 1/2" Thickness parallel to axis 2 1/32"
 as fitted 5 7/16" Crank webs as per Rule Mid. length thickness 3 3/4" shrunk as per Rule Thickness around eye-hole 2 1/32"
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as fitted 5 1/2"
 as fitted 5 1/8" Tube Shafts, diameter as per Rule Screw Shaft, diameter as fitted 6" Is the 4 1/2" shaft fitted with a continuous liner { no
 as fitted as per Rule Is the screw shaft fitted with a continuous liner { no
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted as per Rule Is the after end of the liner made watertight in the
 as fitted as per Rule propeller boss as per Rule If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner as per Rule
 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 as per Rule
 If two liners are fitted, is the shaft lapped or protected between the liners as per Rule Is an approved Oil Gland or other appliance fitted at the after end of the tube
Yes If so, state type newark 193 gland Length of Bearing in Stern Bush next to and supporting propeller 2'-0 1/2" (40.125")
 Propeller, dia. 5'-3" Pitch 5'-5 1/2" No. of Blades 4 Material Brass whether Movable no Total Developed Surface 11.6 sq. feet
 Feed Pumps worked from the Main Engines, No. one Diameter 2 1/4" Stroke 8 3/4" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. one Diameter 2 1/4" Stroke 8 3/4" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 1 - 6" x 4" x 11" Pumps connected to the { No. and size 1 - 5 1/2" x 3 1/2" x 6 1/4" + 1 ME room
 How driven steam Main Bilge Line { How driven steam driven
 Ballast Pumps, No. and size one Lubricating Oil Pumps, including Spare Pump, No. and size one
 Are two independent means arranged for circulating water through the Oil Cooler as per Rule Suctions, connected both to Main Bilge Pumps and Auxiliary
 Bilge Pumps: — In Engine and Boiler Room one - 2" in ER, one 2" in BR. Rm.
 In Pump Room one - 2" in ER, one 2" in BR. Rm.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size one - 4" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges.
 No. and size one 2 1/2" Are all the Bilge Suction Pipes in holds and tunnel well fitted with stram-boxes Yes
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-borers, placed above the level of the working floor, with straight tail pipes to the bilges Yes
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Yes, blow down and seal cocks.
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line above
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 What Pipes pass through the bunkers 5" soil pipe has, 2" x 3" supply has, 1" gas How are they protected steel casing
 What pipes pass through the deep tanks as per Rule Have they been tested as per Rule as per Rule
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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 Yes Is the Shaft Tunnel watertight no tunnel Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record _____) Total Heating Surface of Boilers 1470 sq. ft.
 Which Boilers are fitted with Forced Draft not fitted Which Boilers are fitted with Superheaters no
 No. and Description of Boilers one, multitubular Scotch Bo. Working Pressure 180 lbs per sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes If so, is a report now forwarded? Yes
 IS A DONKEY BOILER FITTED? Yes Can the donkey boiler be used for other than domestic purposes Yes
 PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval) Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

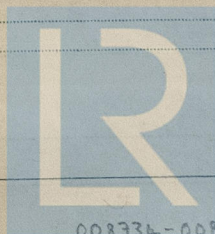
SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied Yes

The foregoing is a correct description of the machinery of the Scindia Ste. Nav. Co. Ltd.

James L. Brownhill
 Chief Shipyard Manager.

Manufacturer.



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Lloyd's Register
 Foundation

008734-008747-0170

During progress of work in shops - - - *20. Oct 1948, 19. 20. 21. Nov 1948, 17. 18. Dec. 1948, 6. 7. 28. Jan 49*
 Dates of Survey while building During erection on board vessel - - - *25. 29. Mar. 1949 & 18. 7. 8. May 1949*
 Total No. of visits *14*

Dates of Examination of principal parts - Cylinders *17-12-48* Slides *17-12-48* Covers *17-12-48*
 Pistons *✓* Piston Rods *✓* Connecting rods *✓*
 Crank shaft *✓* Thrust shaft *✓* Intermediate shafts *✓*
 Tube shaft *✓* Screw shaft *17-12-48* Propeller *17-12-48*
 Stern tube *17-12-48* Engine and boiler seatings *6-1-49* Engines holding down bolts *28-3-49*
 Completion of fitting sea connections *17-12-48* Boilers fixed *28-3-49* Engines tried under steam *6-5-49*
 Completion of pumping arrangements *6-5-49* Thickness of adjusting washers *PV. 5/16" SV. 5/16"*
 Main boiler safety valves adjusted *6-5-49*
 Crank shaft material *Steel* Identification Mark *✓* Thrust shaft material *steel* Identification Mark *Lloyds 16203*
 Intermediate shafts, material *steel* Identification Marks *Lloyds 16203* Tube shaft, material *✓* Identification Mark *✓*
 Screw shaft, material *steel* Identification Mark *Lloyds 16203* Steam Pipes, material *Copper* Test pressure *400 lbs* Date of Test *3-3-49*
 Is an installation fitted for burning oil fuel *✓* 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 *✓* If so, state name of vessel *✓*

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 180 lbs per sq in.
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 5-49 and record of 12-48.
Interim Certificate issued, copy attached.
Classification certificates in 'duplicate' are requested.

Certificate to be sent to Registrar of Shipping in duplicate.

The amount of Entry Fee ... £	When applied for,
Special <i>1/5 total fee</i> ... £ <i>214/- 13/-</i>	19.
Donkey Boiler Fee ... £	When received,
Travelling Expenses (if any) £ <i>57/- 13/-</i>	19.

R. E. Mitchell
 Engineer Surveyor to Lloyd's Register of Shipping.

Date *FRI. 12 AUG 1949*

Committee's Minute *+ LMC 5.49.*
OG
15B 180 lb.