

दूरभाष: २३०६/ Tele: 2306

सम्मिश्र जांच दल/ Composite Trials Team  
द्वारा नौसेना कार्यालय/ c/o Navy Office  
मुख्यालय/ Headquarter  
अन्डमान एवं निकोबार कमान/  
Andaman & Nicobar Command  
पोर्ट ब्लेयर ७४४ १०२/ Port Blair 744 102

CTT/300/04/04/Tech

31 अगस्त २३/ Aug 23

प्रधान सेनापति/ The Commander-in-Chief  
{(कृते कमान तकनीकी अधिकारी (समुद्री)/ for CTO (Marine))}  
मुख्यालय/ Headquarters  
अन्डमान एवं निकोबार कमान/ Andaman and Nicobar Command  
द्वारा नौसेना कार्यालय/ c/o Navy Office  
पोर्ट ब्लेयर ७४४ १०२/ Port Blair 744 102

### **FEATHERING TRIALS – INS KARMUK (NR-23)**

1. Feathering trials and timing checks of port and stbd CPP systems were undertaken on 18 Aug 23 with the ship docked on FDN-2. A total of five set of readings were taken on port & two set on Stbd CPP. Details placed at **Enclosure I.** and **II.**

Ser	Trial	Description
<b>Port CPP</b>		
(a)	1 <sup>st</sup>	Normal Trial
(b)	2 <sup>nd</sup>	Confirmation Trial
(c)	3 <sup>rd</sup>	2 <sup>nd</sup> Confirmation Trial
(d)	4 <sup>th</sup>	Zeroing of Mechanical indicator on OD Box
(e)	5 <sup>th</sup>	4 <sup>th</sup> Confirmation Trial
<b>Stbd CPP</b>		
(f)	1 <sup>st</sup>	Normal Trial
(g)	2 <sup>nd</sup>	Confirmation Trial

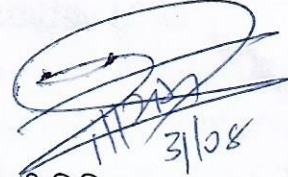
### **2. Observations.**

- (a) Time taken from Full Ahead to Full Astern (26<sup>0</sup>AH to 19.5<sup>0</sup>AS) and Full Astern to Full Ahead (19.5<sup>0</sup>AH to 26.0<sup>0</sup>AH) on Stbd and Port CPP systems are within permissible limit (15-30 Sec).
- (b) Mismatch of pitch angle up to 1<sup>0</sup> in both Ahead and Astern on Port CPP observed during 2<sup>nd</sup> and 3<sup>rd</sup> set of trial.
- (c) Zeroing of Mechanical Indicator at Port OD Box was carried out post 3rd set of trials.
- (d) Max Mismatch of 0.5<sup>0</sup> pitch angle (within acceptable limit) observed on Port CPP post zeroing of mechanical indicator.

- (e) Max Mismatch of  $0.5^{\circ}$  pitch angle (within acceptable limit) observed on Stbd CPP during both set of trials.
- (f) Pitch Angle Indicators at MCR, MER & Bridge showing erroneous reading for both CPP.

3. **Recommendations.**

- (a) The ship be cleared for un-docking as mechanical indicator at OD box and Hub unit has been synchronized.
- (b) Tuning of potentiometer of both CPP to be undertaken and trials reoffered.
- (c) MER, MCR & Bridge pitch angle indicator gauges to be calibrated.



(एस सी विलियम/ S C William)  
कमांडर/ Commander  
प्रभारी अधिकारी/ Officer-in-Charge

**Encl:** - As above

**Copy to:** -

कोमोडोर अधीक्षक/ The Commodore Superintendent  
{कृते वरिष्ठ प्रबन्धक (उत्पादन)/ for SM (Production)}  
नौसेना पोत मरम्मत यार्ड/ Naval Ship Repair Yard  
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नौसेना खण्ड सेनापति/ The Naval Component Commander  
{कृते वरिष्ठ कर्मचारी अधिकारी (यांत्रिकी)/ for SSO (Tech)}  
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कमान अधिकारी/ The Commanding Officer  
भा. नौ. पो. कार्मुक/ INS Karmuk  
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