Tele: 248306

o/c

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

CTT/300/04/04/TECH

15 Feb 23

The Commander-in-Chief
{for CTO (Marine)}
Headquarters
Andaman & Nicobar Command
Port Blair - 744 102

RUNNING HOUR EXTENSION ON BOTH MAIN ENGINES – INS KARMUK

1. Refer to HQANC fax ANC/42001/EG/6/1 dated 07 Feb 23.

2. Safety device checks of Both Main Engines onboard INS Karmuk were undertaken on 13 & 14 Feb 23 as part of harbour checks of running hour extension trials.

3. **Observations**. Detailed report of parameters checked during SDCs is placed at **Enclosure**. Salient observations are as follows: -

(a) High gear box oil temp alarm of both gear box **non-ops**.

(b) High engine bearing temp alarms of BMEs not offered by ship staff.

4. Observations at Para 3 ibid be liquidated prior undertaking sea sortie for running hour extension trials.

15/02

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

Encl:- As Above

Copy to:-

The Naval Component Commander
{for SSO(Tech)}
Headquarters Naval Component
C/o Navy Office
Port Blair – 744 102

The Commanding Officer
INS Karmuk
c/o Navy Office
Port Blair-744102

Enclosure to CTT (PBR) letter
CTT/300/04/04 dated 15 Feb 23

SAFETY DEVICE CHECKS OF BME – INS KARMUK

1. Trial Inspectors :
   (a) Sonu Yadav, ERA-3
   (b) Vipin Kumar, ERA-3
   (c) N N Rao, LME
   (d) Ambesh Kumar, LME

2. Date and Time :
   (a) 13 Feb 23 (1000 - 1700 Hrs)
   (b) 14 Feb 23 (1030 - 1515 Hrs)

3. Equipment used for SDCs :
   (a) Temp Calibrator
   (b) Pressure Calibrator

4. **Engine Alarm**.

Ser.	Description		Unit	Design Value	PME	SME	Remarks
(a)	Low engine oil pressure	450-650 RPM	Bar	1.6	1.6	1.6	SAT
		650-850 RPM	Bar	3.0	3.0	3.0	
		850 & above RPM	Bar	4.6	4.6	4.6	
(b)	High LO temperature alarm		°C	85	84	85	
(c)	Low lub oil level in crankcase		--	1/4	1/4	1/4	
(d)	Low engine fresh water pressure		Bar	0.5	0.6	0.5	
(e)	High fresh water temperature		°C	90	90	91	
(f)	Low expansion tank level		--	1/2	1/2	1/2	
(g)	Low engine sea water pressure		Bar	0.25	0.2	0.3	
(h)	Low fuel oil pressure		Bar	1.0	1.0	1.0	
(j)	High engine bearing temp.		°C	100	Not Offered		UNSAT
(k)	Exhaust gas temp. failure		°C	600	600	600	SAT
(l)	Low starting air pressure		Bar	19	19	19	
(m)	Remote control air failure		Bar	4.5	4.5	4.5	
(n)	Low over speed air pressure		Bar	15	16	15	
(p)	Low CPP oil pressure		Bar	40	40	40	
(q)	Low CPP control oil pressure		Bar	5	6	6	
(r)	High propeller oil temp.		°C	72	72	72	
(s)	Propeller oil filter clogging		Bar	0.6	0.6	0.6	
(t)	Low level in CPP oil sump		--	1/2	1/2	1/2	
(u)	High gear box oil temp.		°C	59	Non-ops		UNSAT
(v)	Low gear box sea water pump pres.		Bar	0.3	0.3	0.3	SAT
(w)	Low gear box control oil pres.		Bar	25	25	26	
(x)	High gear box bearing temp.		°C	95	95	95	
(y)	High propeller bearing temp.		°C	75	75	75	
(z)	Temp. monitor failure		°C	Dev ±60	±60	±60	

5. **Engine Trip**.

Ser.	Description		Unit	Design Value	PME	SME	Remarks
(a)	Low engine oil pressure	450-650 RPM	Bar	1.2	1.2	1.2	SAT
		650-850 RPM	Bar	2.7	2.7	2.7	
		850 & above RPM	Bar	4.1	4.1	4.1	
(b)	Very High LO temperature alarm		°C	90	91	90	
(c)	Very high fresh water temp.		°C	95	95	95	
(d)	Very Low expansion tank level			1/4	1/4	1/4	
(e)	Very low gear box oil press.		Bar	1.0	0.9	1.1	
(f)	Over speed trip		rpm	1120	1120	1120	