

Rpt. 9

Date of writing report 21.6.61 Received London Port Karachi No. 3308  
Survey held at Karachi No. of visits 15 First date 10.4.61 Last date 5.6.61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 74309 Name S.S. "OCEAN ENDEAVOUR" Gross tons 4665 Date of build 1-1918  
Owners Trans Oceanic Steamship Co. Ltd. Managers -- Port of Registry Karachi  
Engines made 1918 By Rankin & Blackmore Ltd., Grk Type Recip Steam  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 3 SB W.P. 180 lb  
No. of Aux./Donkey Boilers -- W.P. --  
Surveyed Afloat or in Dry Dock Afloat  
Nature of Survey M.B.S.  
Was Damage Report issued? No Int. Cert.? Yes  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1	+LMC 5,59
12,60	MBS 2,60
(Dr) 11,47	CL 3,60
S.S. 5,59	sps 5,59

The 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 the 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  
1 Cyls., Covers, Pistons & Rods  
2 Valves & Gears  
3 Connecting Rods, Top Ends & Guides { Side Centre  
4 Crankpins & Bearings { Side Centre  
5 Journals & Bearings  
MAIN ENGINE DRIVEN AIR COMPRESSORS  
6 Cyls., Covers, Pistons & Rods  
7 Connecting Rods & Top Ends  
8 Crankpins & Bearings  
9 Journals & Bearings  
10 Coolers & Safety Devices  
MAIN ENGINE DRIVEN SCAVENGE PUMPS  
11 Cyls., Covers, Pistons & Rods  
12 Connecting Rods & Top Ends  
13 Crankpins & Bearings  
14 Journals & Bearings  
15 Levers  
16 SCAVENGE BLOWERS  
17 SUPERCHARGERS  
MAIN TURBINES  
18 Casings, Rotors, Blading, Bearings & Thrusts  
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
20 STEAM COMPRESSORS  
21 CLUTCHES & HYDRAULIC COUPLINGS  
22 REDUCTION GEARING  
23 THRUST BLOCKS, SHAFTS & BEARINGS  
24 INTERMEDIATE SHAFTS & BEARINGS  
25 HOLDING DOWN BOLTS & CHOCKS  
26 CONDENSERS (MAIN & AUX.)  
27 STEAM RE-HEATERS  
28 DE-SUPERHEATERS  
29 STOP & MANŒUVRING VALVES  
30 MAIN ENGINE DRIVEN PUMPS  
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, as seen, is in good condition and eligible in my opinion to remain as classed with fresh record of MBS 6,61 when the Port boiler has been examined in its entirety, the centre & starboard boiler top manhole doors are renewed and the screwed combustion chamber stays in starboard boiler have been examined and dealt with as found necessary.

Date of Committee THURSDAY 27 JUL 1961  
Decision Deferred for comp. MBS Subject.



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

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

MAIN Centre (10.4.61) - Good AUXILIARY, DONKEY or PRESS  
Starboard (13.4.61) †

Superheaters --

Safety Valves Good

Mountings, Doors & Fastenings Centre & Starboard - Good, Doors †

Safety Valves Adjusted to { Sat. 180 lbs.  
Spt. --

Boiler Securing Arrangements Good

Main Economisers -- Exhaust Gas Heated Economisers

Steam Heated Steam Generators -- Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Coal Forced Circulating Pumps

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

#### 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)

##### Repairs Wear & Tear:

Centre Boiler: 15 plain and 5 stay tubes renewed. Boiler end back plate found wasted and cracked in way main feed check, now cropped and fitted insert secured by electric welding and riveting (see sketch below). 8 screwed c.c. stays in way removed for access and renewed. On completion of repairs boiler examined under hydraulic test 225 lbs/sq.in. (1 1/4 x W.P.) and under steam 180 lbs. and found tight. Top manhole door found locally wasted not suitable for building up and spare stated not available. Owners Representative stated new door would be supplied and fitted on vessels arrival Calcutta on present voyage. Door considered efficient meanwhile. Also some minor repairs to mountings carried out.

##### Starboard Boiler:

1 plain tube renewed. Centre furnace gooseneck found slightly grooved on underside and now built up with electric welding. Top manhole door found locally wasted as on centre

Survey fees Part MRS Rs 500/-  
Repairs Rs 200/-

Damage fee ...  
Expenses... Trav. Rs 120/-

Date when A/c rendered

Rpt. Cont. Sheet

Port of Karachi

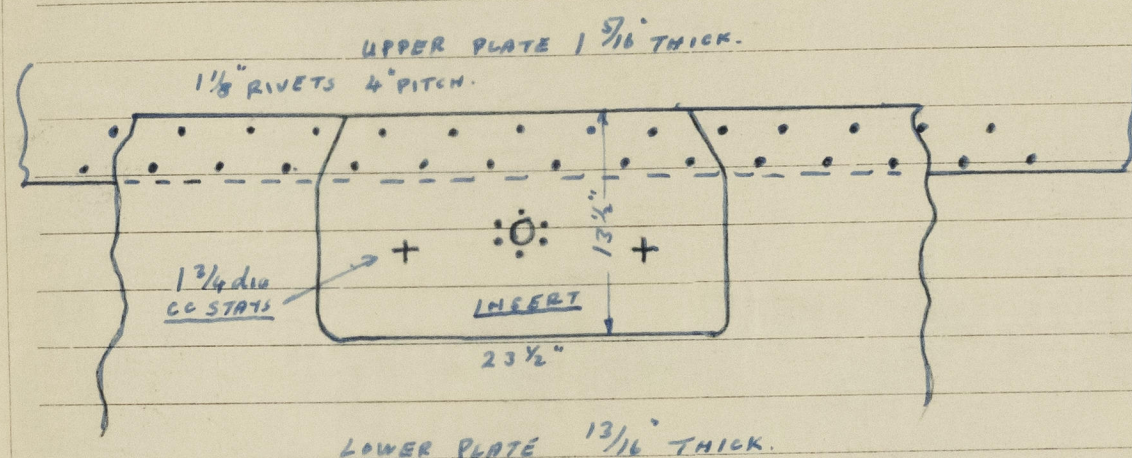
Continuation of Ship/Mchy. Report No. 3308

dated 21st June, 1961

on the S.S. M.S. "OCEAN ENDEAVOUR"

boiler (see ABOVE). Stated spare not available but new door would be supplied and fitted on vessels arrival Calcutta. Also a small number of c.c. stays are "necked" but Owners Representative stated no material available for dealing with them this time and stated that they would be dealt with on arrival Calcutta, and are considered efficient meanwhile. Also some minor repairs to mountings carried out.

NOTE: To complete M.B.S. Owners Representative stated that the Port boiler would be examined in its entirety, and that the uncompleted repairs as above would be dealt with on vessels arrival Calcutta. Calcutta Surveyors advised.



REPAIR TO CENTRE BOILER END (BACK)  
PLATE BETWEEN THE TWO LOW COMBUSTION  
CHAMBERS.