

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Ship's Name SS/MS "INDIAN ENDEAVOUR" LR 516027

19 JUL 1966

Gross tons 7306

Port of
Registry CalcuttaPort CalcuttaDate of build 8/1945Is there a rpt. 8? NoRpt. No. 2428No. of visits 2First date 1.7.66Last date 5.7.66Interim Cert. issued
& copy herewith? YesDamage rpt. issued
& copy herewith? NoLast rpt. (H.Q. only) Lin 167909Date of
completing rpt. 7.7.66

Surveyed at, if different from Port above

Is a rpt. 9B
attached? No

MN (510)

Nature of survey Repairs

Survey fees

Damage fee

Expenses

Rs. 300/-

Rs. 30/-

S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers,
pistons & rods

2 Valves & gears

3 Con. rods, cross-
heads, bearings
& guides centre

Side

4 Crankpins &
bearings centre

Side

5 Journals &
bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers,
Pistons & rods7 Con. rods, cross-
heads & bearings8 Crankpins &
bearings9 Journals &
bearings10 Coolers &
safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers,
pistons & rods12 Con. rods, cross-
heads & bearings13 Crankpins &
bearings14 Journals &
bearings

MAIN TURBINES (State Port—P or Starboards—S)

16 Casings, rotors
blading, bearings
& thrusts

15 Levers

17 Reduction
gearing18 Scavenge
blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of
Survey.(Where conditions of class are recommended to
be retained, imposed, amended or deleted, particulars
must be stated above and on the interim certificate.)

Date of Committee

Minute

MONDAY - 1 AUG 1966

As now

A. SENGUPTA

Surveyor to Lloyd's Register of Shipping

p. t. o.

FOR CHAIRMAN
CLASSN. CTTEE

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

A part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs."

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings		
22	Steam compressors	23	Intermediate shafts & bearings		
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)		
26	Steam re-heaters	27	Air ejectors (main & aux.)		
28	De-superheaters	29	Forced &/or induced draught fans		
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	32	Detuner or vibration damper
33	Main engine driven pumps				
34	Crankcase doors & explosion relief devices	35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)		
36	Essential independent pumps				
37	Bilge, ballast & oil fuel suction lines, fittings & controls	38	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?		
39	Fresh water coolers	40	Lub. oil coolers		
41	Heaters (state service)	42	Feed water filters		
43	Auxiliary air receivers & safety devices	44	Starting air pipes		
45	Main air receivers & safety devices				
46	Independent air compressors coolers & safety devices				
47	Oil fuel tanks (not forming part of the hull structure)				
48	Have all evaporators safety valves been tested under steam?	49	Evaporators HP & LP	50	Distillers
51	Fire extinguishing arrangements	52	Steering machinery	53	Windlass

State
Port P. or
Starboard S.

Identify
by
position

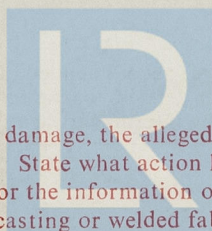
AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

It was stated by the vessel's Chief Engineer that a knocking sound was heard from L.P. cylinder on passage from Bombay to Calcutta at this time. It was suspected that the L.P. piston rod was bent.

The L.P. cylinder now opened up and piston rod checked for truth and found satisfactory. It was found that taper of the piston rod was not sitting properly in the taper of the crosshead. The crosshead taper now machined as per sketch and subsequently bedding examined with taper of rod and found satisfactory. The L.P. guide clearances also now adjusted.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.



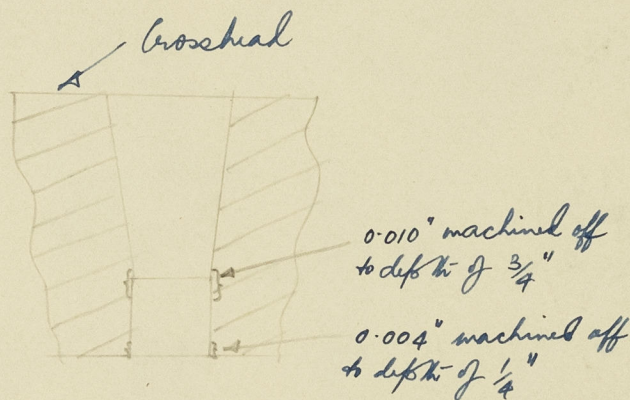
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...2/-

Indian Register
Foundation

Ship's Name SS/~~MS~~ "INDIAN ENDEAVOUR"

Port CALCUTTA Rpt. No. 2428

On completion of repairs, the engine examined at 30 r.p.m. in both ahead and astern directions and found satisfactory.



From Sengupta



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