

1935-2

Ship's Name ~~SM~~/MS "AMBULOMBO" Gross tons 10952

Is there a rpt. 8? Yes Port SINGAPORE Rpt. No. 16191

No. of visits 11 First date 22-11-62 Last date 8-1-63.

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Last rpt. (H.Q. only)

Date of completing rpt. 14-1-63. Surveyed at, if different from Port above

Is a rpt. 9A attached? No MN (1306) Nature of survey TSCL, DBS, DKG. CS. Metallock Repair.

Survey fees DBS \$136. TSCL \$238. CS \$200. Damage fee Expenses \$55. Launch Hire #58

Rprs. & Alterations. \$380. S.A. fee

DOCKING

Propeller Both Good. Sea connections All Good Oil gland -

Fastenings Good Wear down of stern bush P 1/2" Both Rewooded S 7/32 to Close Fit.

Has screw/tube shaft been drawn? Yes Both Date of examn. P 7-12-62. S 10-12-62.

Has shaft been changed? No Has shaft now fitted been previously used? -

Has shaft now examined (fitted) a continuous liner? Yes Approved oil gland? -

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

~~XXXXXX~~ DONKEY or Press (State if oil fired—OF or exhaust gas—EG) MAIN

O.F. 23-11-62 - Good.

Air heaters

Superheaters

Safety valves Good

Mountings, doors and fastenings Good

Safety valves adjusted to Sat 90 lbs at Chief Engr's request. Spt -

Boiler securing arrangements Good

Main economisers Exhaust gas heated economisers

Steam heated steam generators Steam generator safety valves adjusted to

Forced circulating pumps Funnel Efficient.

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules? - Were oil burning system & remote controls examined in accordance with rules? Yes

We recommend that the machinery of this ship remain as classed with ~~without~~ fresh record of DBS 11/62, TSCL 12/62, CS 1/63 now, subject to the Metallock repair to exhaust valve pocket of No. 2 Starboard Cylinder Cover being specially examined and dealt with as necessary by the end of May 1963 (six months) and without condition regarding the port propeller.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

B.B. Gilling & [Signature] Surveyor to Lloyd's Register of Shipping

Date of Committee MONDAY 18 FEB 1963

Minute As now subject CSM 1.63. DBS 11.62 TS (P+S) 12.62



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ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

18-1-63 D

At 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-commissioning or repairs should be made before that date a distinguishing mark that should 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

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN  
AUXILIARY  
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION

(State Port—P, or Starboard—S)

Total kW  
or kVA

a Generators

b Exciters

c Air coolers

d Motors

e Air coolers

f Control gear  
cables, etc.

g Insulation  
resistance

h Insulating  
oil test

i Overspeed  
governors

j Magnetic  
couplings

k Air gap

AUXILIARY

Total kW or kVA

l Generators &  
governors

m Motors

n Switchboards  
& fittings

o Circuit breakers

p Cables

q Insulation  
resistance

r Steering gear  
generators &  
motors

s Navigation light  
indicators

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

REPAIR

Attended on board at request of Chief Engineer to make recommendations for the repair of No.2 Starboard main engine cylinder cover cracked in exhaust pocket for approx. 4". Crack found ~~during~~ during routine overhaul of Cylinder.

NOW DONE

Crack now repaired by the Metalock process and on completion of the repair the cylinder head was tested under pressure and found sound and tight. It is considered that this repair should be examined and dealt with as necessary by the end of May 1963 (six months).

DBS:- All bottom handhole doors and landings built up by electric welding as required.

S.R.L. Subject to Port propeller being examined and dealt with as necessary at next drydocking.

NOW DONE: One blade found broken approx. 18" from tip; 2 blades set aft. 3 Blades now renewed with ship's spares. It is considered that the above item may be deleted from the SRL.

TS(CL):- Both stern bushes completely rewooded to close fit; port and starboard plummer blocks now remetalled.

Cont.2.....

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.



Lloyd's Register  
Foundation

Ship's Name SS/MS "AMBULOMBO"

Port SINGAPORE.

Rpt. No. 16191

ALTERATIONS:-

A fresh water tank has been fitted at the after end of No.2 Hold (please see Report 8) and the bilge suction for No.2 Hold have been resited at the new after end of the Hold.

The bilge piping for No.1 Hold (P & S) and No.2 Hold (P & S) now pass through the new fresh water tanks. Where the bilge pipes pass through these tanks, they have been renewed in heavy gauge steel piping with expansion bends and no joints within the tank.

Non return valves have been fitted in the bilge lines on either side of the fresh water tanks. The bilge pumping arrangements for Nos.1 and 2 Holds are considered to comply with the relevant requirements of the Rules.

On completion the bilge piping arrangements were tried, and the pipe lines, where they pass through the fresh water tanks, tested under hydraulic pressure and found satisfactory.

C.S. The C.S. Cycle has been completed at this time (please see Djakarta Report 60680) and a date of C.S. 1/63 recommended.

*BR*