

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS
(ENGINES AND AUXILIARIES)

Ship's Name **ES/MS "APJ AMBAR"** 5449 Gross tons

Is there a rpt. 8? --- Port **Cochin.** Rpt. No. **Supplement to Rpt.288 of 31.1.1966.**

No. of visits --- First date --- Last date ---

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

Date of completing rpt. **22.4.1966** Surveyed at, if different from Port above ---

Is a rpt. 9B attached? --- MN Nature of survey

Survey fees --- Damage fee --- Expenses ---

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, top ends & 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 & rods 7 Con. rods & top ends
- 8 Crankpins & bearings 9 Journals & bearings
- 10 Coolers & safety devices

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

- 11 Cyls., covers, pistons & rods 12 Con. rods & top ends
- 13 Crankpins & bearings 14 Journals & bearings
- 15 Levers

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

- 16 Casings, rotors, blading, bearings & thrusts
- 17 Reduction gearing
- 18 Scavenge blowers 19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of

As recommended in Report No.288 of the 31st January, 1966.

(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

(P. L. D'ABREO)
Surveyor to Lloyd's Register of Shipping

TUESDAY 24 MAY 1966

See Cal 2274

Lloyd's Register Foundation

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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 work 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 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

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			

State Port P. or Starboard S.

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 **Main Condenser Circulating Water Pump.**

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
51	Fire extinguishing arrangements	52	Steering machinery
		53	Windlass

Identify by position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

The connecting rod manufactured in Goa could not be fitted as the lubricating oil holes and the lubricating oil pipe were not machined or fitted. The old connecting rod ~~look~~ *fork* end was welded along with backing strips for strengthening and fitted back into place as a permanent repair. Upon completion of repairs the pump was tested and found satisfactory.



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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 also be reported above.