

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

Ship's Name SS/MS 'APJ AMBAR' LR540085

Gross tons 5449 Port of Registry Calcutta Port Mormugao

Date of build 8-1950 Is there a rpt. 8? No Rpt. No. 98

No. of visits Three First date 12.1.66 Last date 16.1.66

Interim Cert. issued &amp; copy herewith? Yes Damage rpt. issued &amp; copy herewith? Yes Last rpt. (H.Q. only) 000 257

Date of completing rpt. 18.1.66 Surveyed at, if different from Port above

Is a rpt. 9B attached? No MN 750 Nature of survey Damage and wear and Tear Repairs. Rs. 50:00 inclusive of boat

Survey fees Rs. 200:00 Damage fee Rs. 200:00 Expenses S.A. fee Rs. 200:00

## 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 & rods | 7 | Con. rods, cross-heads & bearings |
| 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, cross-heads & bearings |
| 13 | Crankpins & bearings          | 14 | Journals & bearings               |

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

- |    |   |    |  |
|----|---|----|--|
| 15 | Casings, rotors, blading, bearings, & thrusts | 16 |  |
|----|---|----|--|

- |    |                   |    |                  |
|----|-------------------|----|------------------|
| 17 | Reduction gearing | 18 | Scavenge blowers |
| 19 | Superchargers     |    |                  |

I recommend that the machinery of this ship remain as classed ~~with~~ without fresh record of survey but subject to :

- i) the new eccentric rod now placed on board, being suitably machined and fitted on the main circulating pump
- ii) the valve spindle crosshead bush being renewed

on arrival at Cochin to which port she is now stated to be proceeding and to any other conditions as previously recommended.

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

Surveyor to Lloyd's Register of Shipping

Date of Committee FRIDAY 18 FEB 1966

Minute

See Cal 2274

004486-004488-0343

All 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 subject 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

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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Exhaust steam  
turbines (with  
20 recip. eng.)

Steam  
22 compressors

Clutches & hyd-  
24 raulic couplings

Steam  
26 re-heaters

De-super-  
28 heaters

Stop & manoeuv-  
30 ring valves

Main engine  
33 driven pumps

Thrust blocks  
21 shafts & bearings

Intermediate  
23 shafts & bearings

Condensers  
25 (main & aux.)

Air ejectors  
27 (main & aux.)

Forced &/or induced  
29 draught fans

Holding down  
31 bolts & chocks

Detuner or  
32 vibration damper

State  
Port P. or  
Starboard S.

Crankcase doors &  
34 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 inspected  
for damage and now temporarily repaired.

### Port Feed Water Pump: Wear & Tear Repairs.

Bilge, ballast & oil fuel  
37 suction lines, fittings & controls

38 Have the remaining piping arrangements  
& fittings in the machinery space been  
examined as considered necessary?

Fresh water coolers  
39

40 Lub. oil coolers

Heaters (state service)  
41

42 Feed water filters

Auxiliary air receivers  
43 & safety devices

44 Starting air pipes

Main air receivers  
45 & safety devices

Independent air compressors  
46 coolers & safety devices

Identify  
by  
position

Oil fuel tanks (not forming  
47 part of the hull structure)

Have all evaporators safety  
48 valves been tested under steam?

Evaporators  
49 HP & LP

50 Distillers

Fire extinguishing arrangements  
51

Steering  
52 machinery

53 Windlass

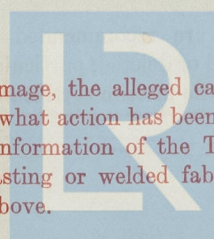
### AUXILIARY ENGINES

### PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Condenser Circulating Water Pump: The eccentric rod of the engine was broken in way of the fork at the upper end. The maintenance of this pump was apparently poor as the valve spindle crosshead pin was a very slack fit in the fork as well as the valve spindle bush, the holes in the fork and the crosshead bush being oval. A new rod and pin were made here but could not be fitted as the machining operation was not satisfactory. The old rod which was repaired by welding and strapping was fitted in place with a new pin, as a temporary measure.

Port Feed Water Pump: The landing for the false ring which in turn serves as a landing for the suction group valve block controlling the underside of the bucket was not satisfactory and as such the pump was unable to feed the boilers satisfactorily. The landing and the ring were suitably machined and fitted. The pump was then tested in place on load, to satisfaction.

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.



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