

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

Is there a rpt. 8? **Yes.** Port **Cochin.** Rpt. No. **257**

No. of visits **Two** First date **16.11.1965.** Last date **19.11.1965.**

Interim Cert. issued & copy herewith? **Yes** Damage rpt. issued & copy herewith? **No** Last rpt. (H.Q. only)

Date of completing rpt. **19.11.1965.** Surveyed at, if different from Port above

Is a rpt. 9B attached? **No** MN **752** Nature of survey **Repair.**

Survey fees **Rs.120=00** Damage fee **N I L** Expenses **Rs.15=00**

S.A. fee **N I L.**

17 DEC 1965

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

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

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

I recommend that the machinery of this ship remain as classed ~~with~~ without fresh record of **survey** and subject to all conditions of class being dealt with 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.)

Date of Committee

Minute

*Deferred for 15 sep MBS. Subject*

*[Signature]*

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

WEDNESDAY 19 JAN 1966

Lloyd's Register Foundation

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

004486^004488-0355

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-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				

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

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

Identify  
by  
position

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

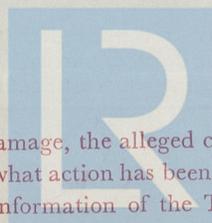
AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Due to heavy & continuous working of the G.S. Pump for fighting the fire, the crosshead worked loose and the threads of the nut, piston & bucket rods were hammered out & damaged. As a repair, the threads were built up by welding & machined to size,

The Discharge Pipe was cropped and renewed over a length of 7½' at a level of 4' above the G.S. Pump.

Upon completion the Pipe was tested and found to be 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.