

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

Nature of survey

Repair.

Survey fees

Damage fee

Expenses

Rs.120=00

N I L

Rs.15=00

S.A. fee N I L.

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

1 Cyls., covers,
pistons & rods

2 Valves & gears

Con. rods, top ends
3 & 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)

16 Casings, rotors,
blading, bearings
& thrusts

15

Levers

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
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

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

WEDNESDAY 13 JAN 1966

Lloyd's Register
Foundation

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

004486-004488-0355

| | | | |
|----|---|----|----------------------------------|
| 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 |
| 33 | Main engine driven pumps | 32 | Detuner or vibration damper |

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 | | |
|----|-------------------------------------|--|--|

| | | | |
|----|--|--|--|
| 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 |
|----|---------------------------------|----|--------------------|

50 Distillers

53 Windlass

Identify by position

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.



© 2020

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.