

(Received at London Office

51202 on the Machinery of the Wood, ~~Iron or Steel~~ S/S, AMSTELDIEP

Last Report No.		Port	Date of last survey and of Periodical Surveys.	Y ass ext	(including date of N.B., if any)
Particulars of Examination and Repairs (if any)		L.M.C.	100A1, B2E 1951		17C. 10/47

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.....✓

Was a damage report made by anyone else? If so, by whom? ✓

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? yes

SEE SPL. NOTE S.R.L. (MACH

Donkey

What parts of the Boilers could not be thus thoroughly examined?

If not, state for what reasons.

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? }

date, latest date of internal examination of each boiler	Port Boiler 29-9-52 - 5th Boiler 1-10-52	present condition of funnel	good
	Yes	To what pressure were they afterwards adjusted under steam?	250 lbs

Did the Surveyor examine the Safety Valves of the Main Boilers?..... To what pressure were they afterwards adjusted under steam?.....
 Did the Surveyor examine the Safety Valves of the Donkey Boilers?..... To what pressure were they afterwards adjusted under steam?.....

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?.....yes....., and of the Donkey Boilers?.....✓.....

Did the Surveyor examine the drain plugs of the Main Boilers?....., and of the Donkey Boilers?.....

Did the Surveyor examine all the mountings of the Main Boilers?....., and of the Donkey Boilers?.....

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? yes If so, state reasons Owner desire Has the shaft now fitted been previously used? no Has it a continuous liner? yes

State date of examination of Screw Shaft 3-10-52 State the wear down in the

stern bush LV bearing renewed electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? yes

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

the Scanner is not complete, state what arrangements have been made for its completion and what remains to be done.....

Vessel placed in drydock. Tailshaft drawn, examined and found in good condition. Found sterntube, sternbush, stern gland, propeller and outside fastenings in efficient condition. The lower half of L.V. bearing has been renewed.

The new spare tail shaft (found marked A¹³⁷B. 4690TES. 3.31.47.) with a new 4 blade
non-proprietary propeller of amended design being supplied with Cert. No. 7066 Rotterdam
(copy of which is forwarded herewith) have been fitted. Bedding of propeller
to tail shaft verified and found good.

The existing propeller and tailshaft have been stored on board as spare

Reconnections opened out, examined and found or made in order.

Main Engine: Crankshaft clock gauged and found readings satisfactory.
(Please see continuation sheet)

General Observations, Opinion, and Recommendation:—
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, *LMC 9,11
*LMC 140 lb., FD. &c.)

CS 3,34
The machinery being in a good condition, I am of opinion that same is eligible to remain as entered with fresh record of L.M.C. 10,52 and notation of Tailshaft new. 10,52.

Survey Fee (per Section 23)..... \$ 815, = Fees applied for

Submarine Cable £ : 6.50
 (per Section 23.)
avelling expenses (if chargeable) £ :

Committee's Minute

Assigned *10/2/52*

CERTIFICATE WRITTEN *S(N) 10, 52*

Lloyd's Re
Foundation

004088-004082-0187

On the machinery of the S/S "AMSTELDIEP."

Cont:

Main engine intirely opened out, all parts as cylinders with cyl. covers - valve chests with covers - pistons and slide valves - crossheads with top end bearings - guides with guideslippers - link motions - connecting rods with bottom end bearings - reversing gear - crankshaft with main bearings - eccentric sheaves with straps - attached air - sanitary and bilge ram pump with drive gear examined and found or brought in efficient condition. The following repairs have been carried out:
 1. Top end bearings remetalled - air pump cylinder bored out, new liner fitted to air pump piston. Sanitary and bilge pump rams skimmed and rebushed.

Main Thrust block opened out, examined and found with Thrustshaft, bearings and pads in good condition.

Tunnel shafting with bearings examined and found in good condition.

Holding down bolts tested and tightened where necessary.

All auxiliaries as enumerated below, opened out, all parts examined and found or placed in order;

All 3 dynamo engines - main circulating pump with engine
 Both boiler feed pumps (Simplen) - Ballast pump (Duplen) - F.O.
 Transfer pump (Duplen) - Both fuel burning pumps (Simplen)
 Auxiliary condensor circulating pump (Tandem Type air/circ.
 pump) - Fan engine - Winclars - Steering engine with Telemotor
 Transmitter and receiver.

Main and auxiliary condensers opened out, examined, and found in efficient condition. Both condensers pressure tested with satisfactory results.

Feed heater and both F.O. heaters opened out, examined and found good. The heaters have been hyper. tested and found satisfactory.

Evaporator unshipped and a new one of larger capacity installed (copy certificate of which is forwarded herewith). Evaporator tried under steam and found in a good working order. The safety valves have been adjusted.

Valves and piping of Bilge - ballast and F.O. pumping arrangements examined and found in order.

Fire extinguishing appliances verified and found in order (Please see continuation sheet)

On the machinery of the S/S "AMSTELDIEP"

Cont:

Machinery spare gear verified and found complete

Electrical equipment, i.e. generators, main switchboard, sub. distribution boards, cable runs, switchgear and fuses examined and found or brought in efficient condition. Minor repairs have been carried out.

The electrical installation has been megger tested, tried under normal load and found in a good working order.

Both main boilers examined internally and externally and found with their superheaters in efficient condition

Safety valves and mountings opened out, examined and found or placed in order. Steam piping examined and hyper. tested with satisfactory results.

Afterwards boilers tried under steam and found with the oil fuel burning plant in a good working order.

The safety valves have been adjusted.

On completion of the survey the machinery has been tried under steam and found working satisfactorily.

[Signature]