

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

L'S NAME "AMSTELDIEP" ex. "ROBERT FRIJUN" REPORT Ams. No. 16443.

marks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Survey ~~REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH~~

This "Liberty" type vessel and its machinery were built in 1943 to American Bureau requirements and Classification with this Society is now desired.

First Entry reports have been examined and the details are similar to those already accepted for previous vessels of this type.

The vessel has been examined in dry dock, MS partly held and the BS completely held.

The Surveyor reports that the following items require to be carried out to comply with Rule requirements:-

- 1) Automatic feed water regulators to be fitted to each boiler.
- 2) Gutterways to be fitted in way of settling tanks, with suitable pump connections thereto.
- 3) A spare impeller shaft for the main circulating pump is required to complete the spare gear.

The Surveyor states that the screw shaft was examined by American Bureau Surveyors in February, 1947 and quotes American Bureau New York Report No. G3386.

IT IS SUBMITTED that this vessel is eligible for the notation "Examined 10.47" Class Contemplated and BS 10.47 now, subject as above and WILL BE eligible for the Record LMC 10.47 when the survey has been completed.

To complete the Machinery Survey the following items require to be examined:-

HP cylinder and slide valve chest — 1-48.
 All main engine crank shaft journals — (1+2, 1/48).
 Main engine driven air pump and bilge pumps
 Thrust block and shaft
 Main circulating pump (not engine)
 Fan engine
 Main condenser — 1/48.
 Auxiliary condenser
 Both fuel oil heaters.

The Amsterdam Surveyors should be advised that the arrangements for lighting up the boilers from cold are noted and in order. It is concluded that if the connections from the Diesel oil tank to the oil fuel burner piping are of a

permanent nature, (that) a SDNR valve should be fitted to prevent the possibility of hot oil finding its way back to the Diesel oil tank on the upper bridge deck. X

Notes for S.R.L.:- Screw shaft to examine about 2.50.
Steam pipes to test in 1951.

Particulars for Register Book:-

Triple Expansion 24 $\frac{1}{2}$ " x 37" x 70" - 48"
2 WTB 250 lb. (Spt. 230 lb.) F.D.
Fitted for oil fuel, F.P. above 150° F
HS 10233 sq. ft.
MN 668

Encl.
L.Y.

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