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Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

ESSEL'S NAME "AMERICA SUN"

Rpt. Phl. 7969
Clv. 1005
Clv. 1006
N.Yk. 40511

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.)

Type of Engine Oil Engines 2 S.C. S.A.

5 Cy. 32" - 95"

If Boilers fitted with forced draught

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of } No
approved type

Owing to an oversight the turbo generating sets have not been built under special Survey but under the supervision of the American Bureau of Shipping and it is submitted they might be accepted.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed

RLMC 11,40.
3 DB 245 LB. (WT)



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compartment to another

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

from

The New York Surveyors should be requested to look into the following matters:-

The length of the stern bearing is reported to be 5'-4 11/16", but the plan shows it as 7'-2".

No particulars are given of the 75 KW auxiliary oil engine and whether it has been built under special survey. [Emergency Set.]

There appears to be no record of the pumping arrangements in the engine room having been approved.

The only test certificate received for electric motors is that for the main circulating pump motor.

In the report on electric fittings the capacity of the fuses has been given instead of the protective covering on the cables.

As regards the safety valves the Rule sizes for these are 32.1 sq. inches for the cargo boiler with an evaporation of 40,000 lb., 6.41 sq. inches for the oil fired stand-by boiler with an evaporation of 8,000 lb. and 3.79 sq. inches for the waste heat-boiler. ^{The Surveyors} They should state whether the valves are of the high-lift type, and in particular whether those for the cargo boiler are of a type approved for 50% of the Rule size.

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the arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or