

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office.....)

No. 2494

7 NOV 1944

Report of writing Report 5. 9. 1944. When handed in at Local Office 19 Port of Curacao, N. W. I.
Survey held at Willemstad, Curacao, N.W.I. Date, First Survey 23. 8. 44 Last Survey 4. 9. 1944
(No. of Visits 3)

on the Machinery of the ~~Wood~~ ~~Iron~~ Steel T.S.M.V? "AMPE TCO"
Year. Month. 1926 6
Gross 8718 Vessel built at Kiel By whom Howaldtswerke
Net 4752 Engines made at Ludwigshafen By whom Gebruder Sulzer When 1926
776 Boilers, when made (Main) (Donkey) 1926
Boilers Owners Standard American Petroleum Co. Owners' Address (if not already recorded in Appendix to Register Book.)
Boilers 2. 11 Managers - Do- Port Antwerp Voyage
ers If Surveyed Afloat or in Dry Dock (State name of Dock.) Afloat
oilers 200

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER
* for Special Survey
Date of last Survey and of Periodical Surveys.
Years assigned now expired.
Machinery and Boiler Surveys (including date of N.B., if any)
H100AL Sh. Dr. 4. 44
Examined 11. 43
ss. Ant. No. 3-9, 38
Carrying Ptrlm
in bulk. W.I.D.S.
SEE SPL. NOTE. S.M.L.
Vertical
H.M.C. cs 9, 39
5, 42
D.B.S. 11, 43
C.L. 2, 43
OIL ENGINES
CONTINUOUS SURVEY
Donkey boiler not to be used

Particulars of Examination and Repairs (if any)
Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and if detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.
Cases where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose, and why they were declined.
Special report made by anyone else? If so, by whom?
For personally go inside each Main Boiler separately and make a thorough examination at this time?
Donkey
done, state for what reasons? Not due
of the Boilers could not be thus thoroughly examined?
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?
e of internal examination of each boiler
To what pressure were they afterwards adjusted under steam?
To what pressure were they afterwards adjusted under steam?
and of the Donkey Boilers?
and of the Donkey Boilers?
and of the Donkey Boilers?
Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?
Is it fitted with continuous liner?
Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?
Has it a continuous liner?
State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft
Is electric light and/or power fitted?
Parts, when referred to by numbers, should be counted from forward.
Surveyor examine the generators, motors, switchgear, cables and fuses?
Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?
If not complete, state what arrangements have been made for its completion and what remains to be done.
vessel at request of Owners Representative for repairs to steering Gear.
examined afloat.

Control rod from Telemotor to quadrant bent and vertical spindle for sprocket and chain
controlling motors twisted. This was due to motor over running.
Port and Starboard Generators in Engine Room overhauled and wiring repaired or renewed
as necessary. Port and Starboard motors in Steering Engine house overhauled and tested. Both starters
renewed and contacts renewed as necessary. Control rod straightened and vertical spindle renewed.
gear tried under power with satisfactory results.

Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now
by 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
alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.E.M.S. 9.11, *L.M.C. 9.11, or
L.M.C. 140 lb., F.D., &c.)
CS 3,34,
eligible in my opinion to be retained as now classed without fresh record of survey subject
present to Vertical Donkey Boiler not to be used.

Section 29) £ : : Fees applied for 4. 9. 1944
Damage or Repair Fee (if any) F 75.00
(per Section 29.)
Sunday Fee. F.25.00
Expenses (if chargeable)
Received by me, 19
Committee's Minute
TUES. 21 NOV 1944
As now Subject

Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

W270-0123

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

Electrical Repairs

It is submitted that
this vessel is eligible for
repairs as CLASSED

Vert Subject to the
DONKEY BOILER
not being used

Roell

20/11/44



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