No. 45459

9.

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

(Received at London Office 13 OCT 1944)

te of writing Report Sept. 12 1944 When handed in at Local Office Sept. 12 1944 Port of NEW YORK.

in Book 74 Survey held at Staten Island, NEW YORK. Date, First Survey July 23rd Last Survey August 7th 1944 (No. of Visits 4)

on the Machinery of the ~~Wooden~~ Steel Twin Sc. M/V "AMPETCO"

e Gross 8718 Net 4752

al ower 776

Main Boilers --

onkey Boilers 2 WT

essure— --

n Boilers

key Boilers 200 lb

Vessel built at Kiel By whom Howaldtswerke When 1926 6 (Year. Month.)

Engines made at Ludwigshafen By whom Gebruder Sulzer When 1926

Boilers, when made (Main) -- (Donkey) 1926

Owners Standard American Petroleum Co. S.A. Owners' Address As recorded. (if not already recorded in Appendix to Register Book.)

Managers -- Port Antwerp Voyage --

If Surveyed Afloat or in Dry Dock AFLOAT (State name of Dock.)

Report No. Port

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)
✠100 AI Shelter		✠LMC CS 9.39
Dk. with Freebd.		5.42
4.44		DBS 11.43
"Examined" ~~9.42~~ 11.43		TS CL 2.43
S.S.Ant.No.3-9.38	Vertical	Donkey boiler not to be used.
SEE SPL. NOTE S.R.L.		
Carrying Petroleum in Bulk.		OIL ENGINES
		CONTINUOUS SURVEY.

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

ticulars of Examination and Repairs (if any) Prt. C.S.

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

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

damage report made by anyone else? If so, by whom? --

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey " " "

s not done, state for what reasons? --

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

t special means, in the absence of internal examination, were adopted by the or to assure himself of the thorough efficiency of those parts of each Boiler? --

t date of internal examination of each boiler -- Present condition of funnel(s) --

urveyor examine the Safety Valves of the Main Boiler? -- To what pressure were they afterwards adjusted under steam? --

urveyor examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --

urveyor examine all the manholes, doors and their fastenings of the Main Boilers? -- , and of the Donkey Boilers? --

urveyor examine the drain plugs of the Main Boilers? -- , and of the Donkey Boilers? --

urveyor examine all the mountings of the Main Boilers? -- , and of the Donkey Boilers? --

shaft now been drawn and examined? -- 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? --

now been changed? -- If so, state reasons --

haft now fitted been previously used? -- Has it a continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

of examination of Screw Shaft -- State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft --

ine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? --

the Surveyor examine the generators, motors, switchgear, cables and fuses? --

nsulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? --

ey is not complete, state what arrangements have been made for its completion and what remains to be done --

examined for C.S.

NE:- Port Main Engine: Nos. 3 and 4 cylinders, pistons, valves, gears, rods, top and ends.

. Main Engine:- Nos. 3 and 4 cylinders, pistons, valves, rods, top and bottom ends, ed and found in good condition. All (8) injection air bottles opened, examined, tested tatically and now in good order. Condenser opened and examined, sanitary pump, bilge examined.

IRS: Main Engine Cylinder Liners Nos. 3 Port and No. 4 Starbd. removed, overhauled, cooling s cleaned and coated and refitted.

and Tear Repairs to auxiliaries following dock trial.

Nothing done at this time.

ral Observations, Opinion, and Recommendation:— The Machinery and Boilers of this vessel *e 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, B.S. 9,11, B.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LMC CS 3,34, 140 lb., F.D., &c.)*

in good condition and eligible, in my opinion, to be continued as classed, with fresh d of LMC CS (with date) when the survey has been completed.

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

ee (per Section 29) $ 40.00

l Damage or Repair Fee (if any) (per Section 29.) £ : :

lling expenses (if chargeable) £$: 6.00

Fees applied for Sept 18 1944

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

nmittee's Minute NEW YORK SEP 13 1944

igned As now subject D.BLR.

Lloyd's Register Foundation

W270-0131