

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "ANGLO-MAERSK"

REPORT

 Got. 17082  
 Gls. 73609  
 Lon. 117192  
 Cpn. 12789

No.

Remarks 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 Engine 2 S.C.S.A.

9 Cyl. 29  $\frac{1}{8}$ " - 55  $\frac{1}{8}$ "

MN 1440

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 18. 1. 49 for a service speed of 115 R.P.M.

Similar calculations for the 140 KW generator sets were approved in the Secretary's letter of 7. 11. 46 for a service speed of 400 or 500 R.P.M.

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 ☒ LMC 11.49

2 DB 143 lb.

The Gothenburg Surveyors should be asked to state whether the exhaust gas boiler can supply steam on its own or whether it works as a heater in conjunction with one of the oil-fired boilers. If it works with one of the oil fired boilers, it is considered as an "Economiser" and it will be appreciated if an explanatory note could be stated on the First Entry Report on future cases of this nature.

They should also be informed the certificate covering bronze propeller does not appear to have been received, and should be forwarded as soon as possible.

Sec. Got. Lr.  
23/12/49

Enk

15. 12. 49.



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Lloyd's Register  
Foundation

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