

A.P. MØLLER

Copenhagen, April 27th, 1962.
8 KONGENS NYTORV. MM/KH

RECEIVED

30 APR 1962

Ans'd X 3/5/62

Lloyd's Register of Shipping,
71, Fenchurch Street,
L o n d o n, E.C.3.

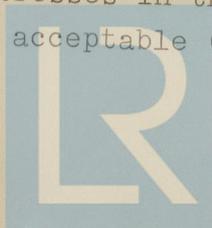
Attention: Mr. G. Buchanan.

Dear Sirs,

As advised you by telephone this morning, the "Anglo Mærsk", which is about 150 miles North-East of Barbados, has had a fire to the engine room resulting in the engine room and the accommodation etc. around and over it being completely gutted. The engine room is now filled with water to sea level and all port holes in after end of the ship are broken and open. I further explained that we believe the cargo of fuel oil to be distributed approximately as on a recent previous voyage, namely:

- In all nine centertanks about 1220 tons each.
- No. 1 wing tanks about 450 tons each,
- " 2 " " " 1200 " "
- " 3 " " both empty.
- " 4 " " about 570-590 tons each.
- " 5 " " " 1120 tons each.

You were good enough to telephone me promptly that you found the stresses in the ship with the flooded engine ^{room} quite acceptable (even if



Lloyd's Register

© 2020
to Lloyd's Register
ps.

and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey must be summarized at the end of the Report. The reasons for Repairs must be stated.

SHIP'S CLASS
Date of Special and of Drydocking Surveys, etc.

+ 1.00A1 "Oil tanker"

A.P. MOLLER

COPENHAGEN April 27th, 1962.

Lloyd's Register of Shipping, London.

the cofferdam between the cargo spaces and the engine room was also flooded) and quite in order for transatlantic towage involving an estimated speed of about 6 knots.

I later telephoned your Mr. David who was good enough to confirm that Lloyd's would find a telegram to the ship approximately in the following wording in order:

"lloyds london states if cargo placed approximately as voyage singapore hongkong november 1961 longitudinal stress with flooded engine room *are* quite acceptable and no hindrance for transatlantic towage even if cofferdam between cargo tanks and engine room flooded"

I explained to Mr. David, that we were considering arranging for a second tug of about 4500 HP in which event the average speed was estimated at around 7 knots, and Mr. David stated that speeds of 6-7-8 knots were quite acceptable from Lloyd's point of view.

I would like to thank you for dealing so promptly with my enquiry. It is very valuable and desirable for me to have your judgement in a matter such as this.

Very truly yours,

A.P. Moller



© 2020

Lloyd's Register
Foundation

0024 2/2 Hamk

Surveyor to Lloyd's Reg

G. Kamps.

SHR

Wife
AAH

MM

Pravara Sumner

[Handwritten signature]

[Handwritten initials]

Barbados, Apr. 25
H.M.
Following received from H.M.
anti-submarine frigate Rocket at 7 1
am, G.M.T., Apr. 25: Standing by
motor tanker Anglo Maersk in position
lat. 15 28 N, long. 58 16 W. After
superstructure virtually cut off



© 2020
Lloyd's Register
Foundation

PS NAME
EA

DS 3,1

...endatio
...e of Pre
...Append

standing