

Rpt. 9 10-4-'62

Date of writing report 9-4-'62

Survey held at Schiedam

Received London 10-4

No. of visits 8

Port ROTTERDAM

First date 21-3-'62

Last date 6-4-'62

21 17 2

53617

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 01649 Name M.V. "ANGLO MAERSK"
 Owners A/S D/S Svendborg & D/S af 1912 A/S Managers A.P. Møller Copenhagen
 Engines made 1949 By Eriksbergs M.V. Gross tons 11647 Date of build 1949-41
 Port of Registry Copenhagen
 Type Oil eng. 2SA MN (1440)

Records of Survey & Special Notations as per Register Book

No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers - W.P. -
 No. of Aux./Dock Boilers 2 W.P. 143 lb.
 Surveyed Afloat or in Dry Dock both
 Nature of Survey Cond. TS(CL). ABS. CS. Rep.
 Was Damage Report issued? No. Int. Cert.? yes.
 Last Report (For Head Office only)

Hull	Machinery
+ 100A1	+ LMC
Oil tanker	CS 4-59
SS 4-59	ABS 6-61
DS 6-61	TS(CL) 4-59
	SPS 3-58

yes
now

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

- DOCKING Propellers good Wear Down of Stern Bushes rewooded Oil Glands Sea Connections
- Fastenings good Has Screwshaft Tubeshaft been drawn? yes Date of Examination 27-3-62 Has Shaft been changed? yes
- Has Shaft now fitted been previously used? no Has Shaft now examined/fitted a continuous liner? yes Approved oil gland? no
- MAIN ENGINES (Recip. Steam I.C.)
- 1 Cyls., Covers, Pistons & Rods Nos. 6 & 7 good
- 2 Valves & Gears Nos. 6 & 7 good
- 3 Connecting Rods, Top Ends & Guides Nos. 2, 5 and 6 good
- 4 Crankpins & Bearings Nos. 1, 4, 7 and 8 good
- 5 Journals & Bearings Nos. 4, 8, 9 and 10 good
- MAIN ENGINE DRIVEN AIR COMPRESSORS
- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices
- MAIN ENGINE DRIVEN SCAVENGE PUMPS
- 11 Cyls., Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers
- 16 SCAVENGE BLOWERS both good
- 17 SUPERCHARGERS
- MAIN TURBINES
- 18 Casings, Rotors, Blading, Bearings & Thrusts
- 19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
- 20 STEAM COMPRESSORS
- 21 CLUTCHES & HYDRAULIC COUPLINGS
- 22 REDUCTION GEARING
- 23 THRUST BLOCKS, SHAFTS & BEARINGS good
- 24 INTERMEDIATE SHAFTS & BEARINGS good
- 25 HOLDING DOWN BOLTS & CHOCKS good
- 26 CONDENSERS (MAIN & AUX.)
- 27 STEAM RE-HEATERS
- 28 DE-SUPERHEATERS
- 29 STOP & MANOEUVRING VALVES
- 30 MAIN ENGINE DRIVEN PUMPS bilgepump, good
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel is eligible in my opinion to remain as classed with fresh record of C.S., with date, when completed, A.B.S. 4-62 when completed and T.S.(C.L.) 3-62 new.

Have Main Engines been tested working and manoeuvring?

Date of Committee

Decision

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)



003018-003022-0029

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) Inboard fresh coolingwaterpump, good. Inboard salt coolingwaterpump, good
 Port aft lubricating oil pump, good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) Port aft good

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			n Switchboards & Fittings
e Air Coolers			o Circuit Breakers
f Control Gear, Cables, etc.			p Cables
g Insulation Resistance			q Insulation Resistance
h Insulating Oil Test			r Steering Gear Generators and Motors
i Overspeed Governors			s Navigation Light Indicators
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, ~~DONKEY COMPRESSOR~~ Port and starboard 26-3-62, good

Superheaters good

Safety Valves good

Mountings, Doors & Fastenings good

Safety Valves Adjusted to { Sat. Stb. 143 lbs. sq.in. good
 Spt.

Boiler Securing Arrangements good

Main Economisers Exhaust Gas Heated Economisers 26-3-1962 good

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes, good Forced Circulating Pump good

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Screwshaft liner found badly worn in way of packing. Liner rejected, shaft sent ashore for fitting new liner and further examination.

New spare screwshaft fitted. Examined fit of propeller on new shaft with and without key and found good.

Shaft stamped: Lloyd's 1140 Bn. 8-9-49. Coupling face of intermediate shaft rough now machined.

New coupling bolts of tested material fitted. Main Engine No. 7 cyl. liner worn now renewed. Lloyd's testing /

Main Engine No. 4-8-9 and 10. journal bearings remetalled to / markings noted

improve alignment. Same examined during fitting and on completion and found good.

Forced circulating pump generally worn, now renewed, stamped Lloyd's test C.P.N. 25 atm. 8-1-62 S.D.

The Port boiler had not been fired up when vessel sailed.

To complete the A.B.S. the safety valves of the port boiler remain to be adjusted under steam, the safety valves of the exhaust gas economiser to be adjusted by the Chief Engineer at sea.

It was stated that the survey will be completed at Curacao. The Surveyors have been informed.

Docking T.S. examinations & changed for new spare - ABS due 6.62 now commenced.

It is submitted that this vessel is eligible for THE RECORD. T.S. Ch 3.62 N. now

incl ABS 4.62 when completed enter their report

NOTE Ship's responsibility lost - see letter 27.4.62

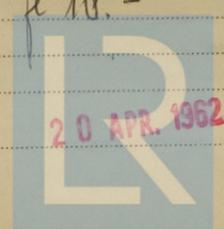
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Survey fees ... D.Fl. 750,-

Damage fee ...

Expenses... f 18.-

Date when A/c rendered 20 APR. 1962



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