

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

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 1949-11
 Port of Registry Copenhagen
 Type Oil eng. 2SA MN (1440)

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)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100A1	+ LMC
Oil tanker	
SS 4-59	CS 4-59
DS 6-61	ABS 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.

Date of Committee

Decision

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

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

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	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 & PRESS~~ Port and starboard 26-3-62, good

Superheaters good
Safety Valves good
Mountings, Doors & Fastenings Stb. 143 lbs. sq.in. good
Safety Valves Adjusted to { Sat.
Spt. good
Boiler Securing Arrangements Exhaust Gas Heated Economisers 26-3-1962 good
Main Economisers
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.

Survey fees ... D.F.L. 750,-

Damage fee ...

Expenses... f 18.-

Date when A/c rendered 20 APR. 1962



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Docking T.S. examined & 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

and ABS 4.62 when completed enter their report
LEAVE THIS SPACE BLANK
9.5.62

NOTE - Ship subsequently lost - see letter 27.4.62.