

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office)

5 MAY 1950

Date of writing Report 28.4.50 19 When handed in at Local Office 28.4.50 19 Port of MARSEILLES.

No. in Survey held at L'Avera. Date. First Survey and Last Survey 14.4.50 19 (No. of Visits I.)

12178 on the Machinery of the ~~XXXXXX~~ Steel Motor Tanker "HENNING MAERSK".-

Year. Month.

Tonnage { Gross 10106 Vessel built at Odense By whom Odense Staalskibsvft A.P. Möller When 1945 - 7  
 Net 6117 Engines made at Copenhagen By whom Akt. Burmeister & Wain When 1945  
 Nominal Horse Power 654 Boilers, when made (Main) --- (Donkey) 1945  
 No. of Main Boilers --- Owners A/S D/S Svendborg & D/S af 1912 Owners' Address ---  
 No. of Donkey Boilers 3 (1 WT) Managers A.P. Möller. (If not already recorded in Appendix to Register Book.)  
 Steam Pressure --- Port Fredericia Voyage ---  
 in Main Boilers --- If Surveyed Afloat or in Dry Dock Afloat.  
 in Donkey Boilers 180 (2) (State name of Dock.)

Last Report No. 180 (1 WT) Port hsl

Particulars of Examination and Repairs (if any) Pt LMC (CS) &amp; Aux. Machy. Dam.

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

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

Was a damage report made by anyone else? If so, by whom? no damage report made.

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

" Donkey " " "

If not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

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

State latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

tern bush Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. CS Case.

NOW DONE:- It is stated that the Continuous Survey will be advanced at the first opportunity.

## PARTS NOW EXAMINED:-

(a) Main Engine:- Nos 5 &amp; 8 main bearings and crankshaft journals.

(b) Auxiliary Machinery and Damage to No 1 dynamo armature.

No 1 (Fwd) Auxiliary Diesel generator (Fitted Jan. 1950)

1) Diesel Engine HMT Type 5 a I35 N°6217 by Motofabriken Bøh A/S Kalundborg, Danmark, completely dismantled, all parts examined and found in good condition.

2) Dynamo Harland & Wolff 30 Kw N°8878 Volts 110 Amps. 273 RPM 625 Rating cont. Dismantled and spare armature fitted following failure of armature shaft at sea on the 1st April under normal load (140 Amps) shaft found broken between coupling flange and armature at approx. 1/4" from the flange face.- Number of running hours since fitted in ship: 1198 hours.

## General Observations, Opinion, and Recommendation:-

(State 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, BS 9.11, B&MS 9.11 or LMC 9.11 or 140 lb., PD, &c.)

CS 9.34.

The machinery of this vessel, so far as now seen, is in good condition and eligible, in my opinion, to remain as classed, with record of LMC (CS) with date, on completion of the survey.

Survey Fee (per Section 29) Frs. 8.220.-

Fees applied for

19.4.50/19

Special Damage or Repair Fee (if any) (per Section 29.)

Frs. 10.170.-

Received by me,

Selling expenses (if chargeable)

Frs. 1.950.-

28.4.50/19

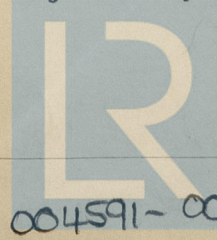
Committee's Minute

Assigned CS

FRI. 19 MAY 1950

As noted

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register

004591-004595-0067

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

If so, to be sent to



C.S. advanced  
No. 1 Generator Armature renewed

It is submitted that this  
vessel is eligible to remain  
as CLASSED.

JM  
125.50



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