

Rpt. 9

Date of writing report 30/10.1957

Received London 7 NOV 1957

Port Copenhagen

No. 16656

Survey held at Aalborg

No. of visits 3

First date 17/9.57

Last date 21/9.57

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 06158 Name M.V. "CHARLOTTE MERSK" Gross tons 8867 Date of build 1-1951
 Owners A/S, D/S Svendborg & D/S af 1912 Managers A.P. Møller Port of Registry Fredericia
 Engines made 1951 By Burmeister & Wain A/S, Copenhagen Type oil eng. 2 SA 5 cyls.
 No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers W.P.
 No. of Aux./Donkey Boilers 3 W.P. 180 lbs
 Surveyed Afloat or in Dry Dock on pontoon & afloat
 Nature of Survey DB installation
 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 -CS 1.56
carrying petroleum in bulk	d 4.57
Docking 4.57	TS (CL) 7.56 N.
SS Sch. 1.56	SPS 1.56

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 not gauged Oil Glands Sea Connections
 Fastenings good Has Screwshaft Tubeshaft been drawn? no Date of Examination Has Shaft been changed?
 Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

5 Journals & Bearings

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

17 SUPERCHARGERS

18 MAIN TURBINES

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

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is in good condition and eligible in my opinion to remain as now classed with the record of DBS (ex.g) N. 9.57

Date of Committee THURSDAY 28 NOV 1957

Decision See Rpt. 8

For M. Nielsen & self

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 Lloyd's Register
 Foundation
 Engineer Surveyor to Lloyd's Register of Shipping

Noted for Header

If certificate is required state where to be sent.

012036-012041-0140

- 32 Essential Independent Pumps (Identify by position)
- 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)

ELECTRICAL EQUIPMENT

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

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

MAIN

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Main Economisers

Steam Heated Steam Generators

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

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

AUXILIARY, DONKEY or PRESS

Exhaust Gas Heated Economisers

Steam Generator Safety Valves Adjusted to

Forced Circulating Pumps

Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Were Copper Pipes annealed?

Auxiliary (over 3 in. bore)

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)

Exhaust gas boiler installation

The original exhaust gas boiler marked No. 1144 and stamped: Lloyd's test 22,5 kg/cm² WP 12,65 kg/cm² No. 747 NK 21-4-50 has now been taken ashore. The boiler has been examined in the boilershop by supersonic- and magnetic crack detectors and abt. 10% of the rivets were found cracked and cracks were also found between several rivet holes.

The Owners have decided not to use this boiler again and a new one manufactured by Messrs. Aalborg Værft A/S as per Rpt. 5b attached has now been installed. The safety valves have been adjusted under steam to 12,65 kg/cm² and accumulation test carried out with satisfactory results.

Marks on new boiler: No. 966 CPN Lloyd's Test 22,5 kg/cm² WP. 12,65 kg/cm² GS 11-9-57.

LEAVE THIS SPACE BLANK

Survey fees : on Rpt. 5b. attached.

Damage fee

Expenses... ..

Date when A/c rendered



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