

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 35 OCT 1942)

Date of writing Report 3rd Sept. 1942. When handed in at Local Office 19 Port of CAPE TOWN.
 No. in Survey held at CAPE TOWN. Date, First Survey Last Survey 29-8 1942.
 eg. Book. (No. of Visits.)
 9236 on the Machinery of the ~~Wood, Iron or Steel~~ M.V. "ANGLO MAERSK" (EX ANGLO-SWEDE).
 Gross 7705 Vessel built at Newcastle By whom Armstrong Whitworth & Co. Year. Month.
 Net 4649 Engines made at Stockholm By whom Atlas Diesel Co. Ltd. When 1930.
 nominal Horse Power 848. Boilers, when made (Main) ✓ (Donkey) 1930.
 No. of Main Boilers ✓ Owners Ministry of War Transport Owners' Address
 No. of Donkey Boilers 2. Managers Houlder Bros & Co. Ltd. Port London. Voyage ✓
 Steam Pressure In Main Boilers ✓ If Surveyed Afloat ~~in Dry Dock~~ yes. (State Name of Dock.)
 In Donkey Boilers 120 lb.

ast Report No. Port

Particulars of Examination and Repairs (if any) Part L.M.C. C.S. and repairs

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.

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

as a damage report made by anyone else? If so, by whom?

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

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

this was not done, state for what reasons?

and what parts of the Boilers could not be thus thoroughly examined?

so 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

did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

did the Surveyor examine the Safety Valves of Donkey Boiler?

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?

is screw shaft now been drawn and examined?

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

state date of examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Is electric light and/or power fitted?

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Now Done - Main Engine - Nos. 1 and 3 cylinder covers, liners, pistons and rods; crosshead pins, bearings and bolts.

Auxiliaries - auxiliary donkey boiler feed pump steam cylinders, pistons and rods; valves and valve gear.

The above examined and found or placed in good condition.

Repairs - The Nos. 1 and 3 crosshead brasses renewed.

It was also reported that the Port Donkey Boiler was leaking and on examination it was recommended that 40 plain tubes, in Port nest be renewed.

The above repairs have been efficiently carried out.

General Observations, Opinion, and Recommendation: - The Machinery of this Vessel is

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, etc.; thus, for example, B.S. 9.11, B. & M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., etc.)

eligible, in my opinion, to remain as classed, with fresh record of + L.M.C. (C.S.) with date when the survey has been completed in accordance with the Rules.

Survey Fee (per Section 29) Part L.M.C. C.S. £ 7 7 0

Special Damage or Repair Fee (if any) £

(per Section 29.)

Travelling expenses (if chargeable) £ 7 6.

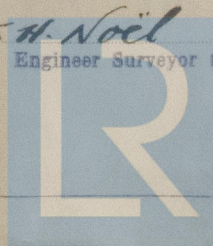
Committee's Minute

Assigned

Fees applied for 29/8/1942.

Received by me, 19

adg. T. H. Noel Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

N. 3 due 342.

Shadraus
Long tube renewed in
port Boiler.

Proposal to carry out
G.E. on return to the
UK. about 8.42 was
approved.

Submitted action
be deferred.
Harbour

29/10/42



© 2020

Lloyd's Register
Foundation