

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

(Received at London Office)

Date of writing Report 7th July 1937 When handed in at Local Office 7th July 1937 Port of Bergen

No. in Survey held at Stavanger Date, First Survey 12th June Last Survey 26th June 1937
(No. of Vents 5)

on the Machinery of the ~~Wood, Iron or Steel~~ St. "ANGLO" ex "ANANA"

Gross Tonnage 2978 Vessel built at Sunderland By whom J. L. Thompson & Sons Ltd. When 1905-4
Net Tonnage 1709 Engines made at Sunderland By whom J. Dickinson & Sons Ltd. When 1905

Boilers when made (Main) 1905 (Donkey)

Owners Anglo Steamship Corporation Owners' Address Haugesund
(if not already recorded in Appendix To Register Book)

Managers Valdemar Skogland A/S Port Panama City Voyage Svalbard

If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

State name of Dock A/S Rosenbergs Mek. Verhsted.

Particulars of Examination and Repairs (if any) Part L.M.C. & damage.

Periodical Surveys, when held, must be reported in detail and seriatim 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. H 16/6

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

Was a damage report made by anyone else? If so, by whom? Underwriters' surveyor.

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

Donkey " " " " Donkey Boiler now removed.

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?

Date latest date of internal examination of each boiler Both Boilers 16th June Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 LB/IN².

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? Yes. , and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? None. , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

Has shaft now been changed? No 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?

Date date of examination of Screw Shaft 16th June State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Not complete. No arrangement made

for completion. Following remains to complete the survey: - All funnelbearings, with exception of aftmost and No. 3 from aft, pumping arrangement and electric equipment. Taxonomic steam valve

The engines have been opened up and a careful examination made of cylinders, valvechambers, covers, pistons, valves with rods, spindles and gears, crossheads, guides, connecting rods, top and bottom end brasses, crank, thrust & tunnelshafting, bearings, airpumps, circulating pumps, feed and bilgepumps and their pistons, plungers, valves and connections.

Condenser lids removed and condenser tested.

All auxiliary machinery with rods, valves and connections examined.

Steam steering engine and windlass examined.

Main steam pipes examined and tested with hydraulic pressure to 360 LB/IN².

Both main boilers cleaned and carefully examined externally and internally.

Safety valves, mountings, doors and fastenings examined. Safety valves of both main Boilers P.T.O.

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, B.S. 9, 11, E.&M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

This vessel's machinery and boilers are in a good and efficient condition, eligible, in my opinion, to remain as now classed in the Register Book with fresh notation L.M.C. 6, 37, when the survey has been completed and subject to starboard bilge pump casing & H.P. cylinder liner being renewed and to tunnelbearings, with exception of two being specially examined before the end of January 1938 & to starboard furnace of starboard boiler being specially examined before the end of June 1938.

Survey Fee (per Section 29) kr. 240.- Fees applied for 29th June 1937 kr. 390.-

Special Damage or Repair Fee (if any) kr. 50.- Received by me, 22.10.37

Travelling expenses (if chargeable) kr. 100.- 22/10

Committee's Minute Assigned Delivered 19.6.37

Assigned Delivered 19.6.37

See O.B. rec.

S. A. Vide jr.
Engineer Surveyor to Lloyd's Register of Shipping.



W1315-00-11/2

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

If so, to be sent to

5/5 "ANGLO" (Machinery)

adjusted under steam to $180 \frac{Lb}{IN^2}$ and found good & efficient.

The Donkey Boiler has now been removed out of vessel.

Machinery seen under full working conditions.

Following repairs due to wear and tear now carried out to my entire satisfaction:-

H.P. bottom end brasses reinstalled.

H.P. back column fitted one new bolt and remaining ones hardened up.

Aftmost tunnelbearing and No. 3 from aft reinstalled.

49 condensertubes renewed.

St. B. bilgepump casing fitted a temporary patch and it is recommended that same be renewed before the end of January 1938.

It is further recommended that all tunnelbearings, with exception of the two bearings mentioned above, be removed for examination before the end of January 1938.

It is further recommended that the H.P. cylinder liner be renewed before the end of January 1938 on account of excessive slackness of piston.

Further the L.P. pistonrod should be skimmed off at the same time.

Port Boiler:- 1 plain tube renewed. 3 staybolts in backplate of starboard combustion chamber renewed. Main stopvalve seat renew. 4 dogs for bottom manhole doors renewed.

Starboard Boiler:- 2 plain tubes renewed. 1 staybolt in backplate of starboard combustion chamber renewed. Main stopvalve seat renewed.

Starboard furnace found somewhat sagged and it is recommended that same be specially examined before the end of June 1938.

Vessel grounded at Trangisvaag on the 12th. February last and vessel placed in drydock and screwshaft drawn in and examined. Sternbrush, propeller and outside fastenings examined. Seaconnections examined. The main engine crankshaft also examined on account of damage.