

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

(Received at London Office 19 AUG 1949)

Date of writing Report 22-6-1949 When handed in at Local Office 18-7-1949 Port of Genoa  
 To. in Survey held at Genoa & La Spezia Date. First Survey 23-2 Last Survey 22-5-1949  
 Book. 1581 on the Machinery of the Wood, Iron or Steel M.V. "ANNA SALE M." (No. of Visits 13)

Gross 11008 Vessel built at Chester, Pa. By whom Sun S. B. & Dry Dock Company When 1940  
 Net 8779 Engines made at St. Louis By whom Busch-Sulzer-Bros. Diesel Engine Co. When 1940  
 Nominal Boilers, when made (Main) (Donkey)  
 of Main Boilers Owners Sven Salen Owners' Address  
 of Donkey Boilers Managers (if not already recorded in Appendix to Register Book.)  
 in Pressure Main Boilers Port Voyage  
 Main Boilers If Surveyed Afloat or in Dry Dock Afloat & dry dock  
 Donkey Boilers (State name of Dock.) Naval Dock YARN-Speria

Report No. Port

Particulars of Examination and Repairs (if any) advancement of C.S. & repairs  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Classification contemplated

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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

A damage report made by anyone else? If so, by whom?

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

Donkey

State for what reasons What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler.

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

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

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

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

Has 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 the 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

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

Work done for L.M.C.(C.S.)

The following machinery parts examined and found or now placed in good condition:

At Forward & After and Starboard after main engines: 12 cylinders covers, valves & valve gears, liners, pistons

Liners now carried out:

At this time all cylinders liners of these three main engines have been removed and examined.

On account of bad corrosion found in the water side, 14 cylinder liners have been replaced by spare new one. The remaining 7 liners, found efficient

have been refitted in place to the after port main engine.

General Observations, Opinion, and Recommendation: The Machinery of this vessel so far as

(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 \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

was seen, is in good condition and the vessel is eligible in

our opinion to remain as classed with record of L.M.C.C.S.

with date on completion of survey, subject to the Starboard main FORD

engine bedplate to be again examined before the end of May 1950.

Fee (per Section 29) A.L.T.S., &c., &c. £ 67 : 5 : 0 Fees applied for

Docking £ 2 : 0 : 0 PAYABLE IN LONDON

Shipping expenses (if chargeable) £ 15 : 0 : 0 Received by me,

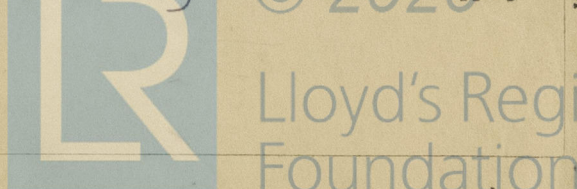
Committee's Minute

Signed

As now entered See Kap. 4397

TUES. 15 NOV 1949

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

003479-003486-003513

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

Is a Certificate required? If so, to be sent to



Starboard Tows main engine:

With reference to Baltimore Surveyor report, this engine has now been reassembled fitting a spare cutabature, cylinder liners, covers, crankshaft, connecting rods and pistons supplied by the American engine builder.

The repairs have been carried out satisfactorily: engine examined under working condition with satisfactory results.

The bedplate however of this engine was specially examined and found same repaired by Metalock System.

It was stated that the repairs have been carried out at Baltimore under the supervision of the Society's Surveyor. The repairs found efficient but recommendations have been made that the bedplate be again examined before the end of May 1950.

The Owner has been now informed by letter 4, copy of which is herewith attached.

Alterations.

At this time an emergency oil engine generator set has been satisfactorily fitted in place to supply current to the additional ventilating machines now fitted.

This set was supplied by the owner and

from the information received from New York Surveyor it appears that the plan of shafting have been submitted and approved by the Society Surveyor.

The set is not new but has now been entirely overhauled examined and found in good order.

The particulars of the Set are the following:

General motor Corporation Cleveland

Model 8/268A N.Y. 212. - 300 Kw. 2. p.m. 1200.

Generator - General Electric. Marine Direct current

N. 1829110 - Kw. 300 Compound wound Type 60 n. - 16477.

2. p.m. 1200. Voltage 120/240.

Electric Equipment.

At this time alterations have been carried out to the electric installation and same has been effected satisfactorily and in accordance with the approved plans (See letter E. 27-4-949).

Examined oil engine generator set now fitted & ventilating fan motors under working condition together with main & emergency switch boards and section boards electric wirings in accommodations & throughout the decks and found all in order.

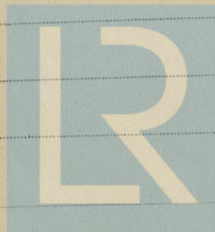
afterwards measured insulation Resistance on new generator motors, together with their control gear, power & lighting & signal circuits & found all in order.



How done for Docking.

Vessel placed in Dry dock, examined propeller, after  
end of stem bush, outside & inside fastenings &  
found in order.

Jan



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