

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

(Received at London Office

13 JUN 1949

Date of writing Report 2nd. March 19 49 When handed in at Local Office 25th. March 19 49 Port of Baltimore, Maryland.No. in Survey held at Baltimore, Maryland. Date, First Survey May 13th. Last Survey December 23rd. 1948Book 795 (No. of Visits 1)47/48 on the Machinery of the Wood, Iron or Steel M.V. "ANNA SALEN" (ex ARCHER)Gross 7840 Vessel built at Chester, Pa. By whom Sun S. B. & DD. Company When 1940  
Net - Engines made at St. Louis, Mo. By whom Busch Sulzer Bros. When 1940Nominal 2063 Boilers, when made (Main) - (Donkey) 1941No. of Main Boilers - Owners Sven Salen Owners' Address -  
(if not already recorded in Appendix to Register Book.)No. of Donkey Boilers 1 Managers - Port Stockholm Voyage ForeignTeam Pressure - If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted  
in Main Boilers - (State name of Dock.) Beth. Key Highway precisely as in Register Book & Supplements).in Donkey Boilers 100 lbs.Last Report No. - Port -Particulars of Examination and Repairs (if any) Dkg., Classification

Periodical Surveys, when held, must be reported in detail and serialim 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 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? -Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -

" " Donkey " " " Yes

If this was not done, 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 Donkey Boiler Dec. 3rd. 1948 Present condition of funnel(s) GoodDid 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? Yes To what pressure were they afterwards adjusted under steam? 100 lbs.Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? YesDid 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? YesIs screw shaft now been drawn and examined? No 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? -Is shaft now been changed? - If so, state reasons -Is 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 closeEngine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? YesSo, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YesIs the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YesIf the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Whilst the vessel was on the drydock the fastenings of the propeller the stern tube and the sea valves were examined and found in order.

Note:- The TS was drawn for examination at Newport News, Va. before vessels arrival at this port and was stated to have been examined by ABS surveyors at that time.

Done for Special Survey for Classification :- The sea valves and cocks opened up, examined, minor repairs made and all placed in order.

The four main engines completely opened up, the cylinders, cylinder heads, pistons, connecting rods, the top and bottom end pins and bearings, the main bearings and journals, the crankshafts, the scavange blowers, the attached fuel oil, circulating pumps all examined, the reduction gearing and all bearings, the thrust bearing and shaft the magnetic couplings all opened up, examined and placed in order. (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, &amp;c.; thus, for example, B.S. 9,11, B.E.M.S. 9,11, \*L.M.C. 9,11, or \*LM C 140 lb., F.D., &amp;c.)

CS 3,34, and safe working

The machinery of this vessel so far as now seen is in good condition and is eligible in my opinion to be continued as now classed with a record of LMC 12-48 classification contemplated.

Survey Fee (per Section 29) S.S. \$ 750.00 : Fees applied for 31st. Mar 1949  
Special Damage or Repair Fee (if any) \$ : :  
(per Section 29.)  
Travelling expenses (if chargeable) \$ 3.00 : Received by me, - 19 -Committee's Minute NEW YORK MAY 25 1949Assigned LMC-12, 48.D. B. S. 12, 48.



MV. "ANNA SALEN"

Machinery continued.

The three electrical generator engines, the forward and aft fuel oil pumps, the fresh and salt water cooling pump with coolers, the fuel oil transfer pump, the bilge pump, the ballast pump, the air compressors, the starting air tanks, the reduction gear lubricating oil pumps, the sanitary pumps, the fire pumps, the feed water pumps, the feed water heater, the fuel oil pumps and heaters all opened up, examined throughout, minor repairs carried out and all placed in order.

Done for DBS:- The water tube donkey boiler opened up, cleaned examined internally, externally and found in order, the boiler mountings opened up, examined, minor repairs made and all closed up in order the boiler afterwards examined under steam, the fuel oil burning installation and the fire extinguishing appliances examined and all placed in order. The safety valves adjusted to a working pressure of boilers.

Electrical:- The three main generators and the emergency generator together with switchboards all electric motors and wiring throughout the vessel examined and megger tested, all additional wiring installed for naval purposes removed <sup>and</sup> the electrical installation placed in order and as originally fitted.

On completion of all repairs to the main and auxiliary machinery the vessel was subjected to a dock trial when the governors on the four main engines were tried out and all proven satisfactory. The main and auxiliary machinery of the vessel was also subjected to a full power sea trial for four hours and proven satisfactory.



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