

Received by Chief Engineer Surveyor.....

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ESSEL'S NAME "KATRINE MAERSK" REPORT Cpn. No. 11756

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine Oil Engines 4 S.C.S.A.
8 Cy. 29 $\frac{1}{8}$ " - 59 $\frac{1}{16}$ "
M.N. 653

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner Yes
If fitted with an outside gland of } No
approved type }

This vessel was launched in 8.41 and machinery constructed covering the period 2.40 until 7.45 when engines were examined under working conditions and internal parts of donkey boiler examined.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed BLMC 7.45

2 D.B. 180 lb. subject to screw shaft (cone) being examined at next docking.

It is submitted the Copenhagen Surveyors be requested to forward the forging reports and material reports for the machinery, boilers and receivers as these are required for record purposes. If these are not available, particulars of the tests should be forwarded, it being concluded that these tests are in accordance with the arrangements made by the Danish Committee as set forth in Mr. Kruhoffer's statement of procedure during enemy occupation.

Action deferred by Ship Surveyors pending docking report



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