

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19th March 1936 When handed in at Local Office 19 Port of Hamburg
Suppl. No. in Survey held at Hamburg Date, First Survey 10th March Last Survey 14th March 1936
Reg. Book. 38431 on the WIGG, IMMER Steel SC. "HENNING MÆRSK" (No. of Visits 3)

TONNAGE:— Built at Odense By whom Shalksby & Co. Ltd. When 1936 YEAR MONTH
GROSS 9386 Owners D/S A/S Sandberg & A/S D/S Owners' Address 41412
UNDER DEK. 5839 Managers A. P. Miller, Copenhagen Port belonging to Copenhagen
NET 8700

Surveyed Afloat or in Dry Dock? both Name of Dock Deutsche Werft Destined Voyage Port Arthur

WB=CellDBorDBa feet; uE&B feet; Rüchke feet
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.
X for Special Survey.
Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys (including date of N.B., if any).

100 A 1

(Class uncompleted)
Carrying Petroleum
in bulk

In 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 to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified } ft ins.

Certificate attached Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding and Comp. 1st Entry.

Condition: The vessel grounded as stated in the Odense Kanal on the 4th March and in the Kiel Kanal on the 5th March 1936.

The vessel placed in dry dock, the bottom cleaned, examined keel, stem, stern frame and outside plating, found all now in good condition and the bottom recoated. The Rudder examined, found in good order.

Grounding repairs carried out: On starboard side the forward length of the bilge keel flat bulk and on port side the 2nd & 3rd length from aft renewed. The keel iron shell connection in way of renewed flat bulk now faired in place. On port side in lower bilge strake in way of oil cargo tanks Nos. 5 & 6 about 160 shorted bottom shell rivets renewed in overlapped bulk & frames.

See Continuation:

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	—	—	—	—	—	—	—	<u>Ridge keel flat bulk.</u>
Removed and Faired or Repaired	—	—	—	—	—	—	—	<u>Bottom shellwork.</u>
Faired or Repaired in place	—	—	—	—	—	—	—	

PRESENT CONDITION OF THE

Decks	<u>Good</u>	State if Tanks have been examined inside	<u>not</u>	Air and Sounding Pipes	<u>—</u>	Copper, or Y.M. of Wood Vessels	<u>—</u>
Caulking of Decks	<u>—</u>	State if Tanks now tested	<u>in Report</u>	Dblng. Plates under Sounding Pipes	<u>—</u>	(State if on felt).	<u>—</u>
Coamings	<u>—</u>	Bulkheads	<u>—</u>	Engine Room Skylights	<u>Good</u>	When put on, Month	<u>Year</u>
Beams & Fastenings	<u>—</u>	Ceiling	<u>—</u>	Coal Bunkers, Open'gs, Lids, &c.	<u>—</u>	Boats	<u>Good</u>
Outside Plating	<u>Good</u>	Cement or Asphalt	<u>—</u>	Oil Bunkers	<u>Good</u>	Masts, Yards, &c.	<u>—</u>
" " in way of sidelights	<u>—</u>	Rudder	<u>Good</u>	Scuppers	<u>—</u>	Condition, how ascertained	<u>from deck</u>
Breasthooks	<u>—</u>	Steering gear and its connections	<u>—</u>	Cargo Hatchways	<u>—</u>	(State if wedges removed)	<u>—</u>
Transoms	<u>—</u>	Windlass	<u>—</u>	Hatches	<u>—</u>	Sails	<u>—</u>
Frames	<u>—</u>	Have pumps now been examined and found efficient?	<u>—</u>	Planking of Wood Vessels	<u>—</u>	Equipment letter	<u>—</u>
Reverse Frames	<u>—</u>	Have Sluice Valves now been examined and found efficient?	<u>—</u>	Caulking	<u>ditto</u>	Anchors, No. of	<u>3 A 15</u>
Longitudinals	<u>—</u>	Have Watertight Doors now been examined and found efficient?	<u>—</u>	Treenails	<u>ditto</u>	Chain Locker	<u>—</u>
Transverses	<u>—</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>—</u>	Breasthooks & Stemson	<u>ditto</u>	Cables (State if now ranged)	<u>not</u>
Floors	<u>—</u>			Transoms Pointers, & Crutches	<u>ditto</u>	" length	<u>shorted in way of</u>
Keelsons	<u>—</u>			Timbers of Frame at openings	<u>ditto</u>	" Rule length	<u>on board</u>
Stringers	<u>—</u>			Ditto Ditto at other places	<u>ditto</u>	" size	<u>—</u>
Inner Bottom Plating	<u>—</u>			Stringers, Clamps & Shefts	<u>ditto</u>	Hawser & Warps	<u>Good</u>
				Salting	<u>ditto</u>	Standing and Running Rigging	<u>—</u>

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pND24, &c."

This vessel appears as far as seen to be in a sound and efficient condition eligible in my opinion to remain as classed and to have record of survey, 3, 36.

Survey Fee (per Section 29)	£	6	10	0	Fees applied for,
Special Damage or Repair Fee (if any)	£	1	10	0	<u>16th March 1936</u>
Travelling Expenses (if chargeable)	£				Received by me,
Second Surveyor's Fee (if any)	£				<u>19</u>

Committee's Minute

Character Assigned

See Apr 3. E 9869

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register

003341-003348-0129/12

STEEL SC "HENNING MÆRSK"

The repairs tested by filling port side oil cargo tanks Nos. 5-6 and found repairs tight in good condition.

Temp. 1st trial:

The steam steering ^{gear} and hand gear examined under working condition and found in order. The steam windlass examined and tried under working condition and found satisfactory.

Th. Goring.