

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

(Received at London Office) APR 24 1939

Date of writing Report 20-4-1939 When handed in at Local Office 19 Port of Rotterdam

No. in Reg. Book 75867 Survey held at Schiedam Date, First Survey and Last Survey 12-4-1939 (No. of Voids 1)

on the Machinery of the Wood, Iron or Steel "HENNING MAERSK" "HOW SAINTONGE"

Tonnage Gross 9386 Net 5839 Vessel built at Clyde By whom Edna Hall & Co. Ltd. When 1936-3

Nominal Horse Power 57 1/2 Engines made at Copenhagen By whom Out. Burmeister & Wain When do.

No. of Main Boilers 2 Boilers, when made (Main) (Donkey) 1936

No. of Donkey Boilers 2 Owners Mr. Franquede Transport Schiedam S.A. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 160 lb. Managers Port Havre Voyage Havre

If Surveyed Afloat or in Dry Dock Wilton's (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) T.S.

(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.)

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 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 " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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

Present condition of funnel(s)

Did 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?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

Did 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?

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?

Has shaft now been changed? no If so, state reasons

Has the shaft now fitted been previously used? no Has it a continuous liner? no 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 12-4-39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 4 in.

Engine parts, when referred to by numbers, should be counted from forward.

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?

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

Vessel placed in dry dock, screw shaft drawn, examined and found good.
Propeller, sternbush and fastenings good.

General Observations, Opinion, and Recommendation:— The machinery being now 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, B.S. 0,11, H.M.S. 0,11, L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)
as is seen in a good condition I am of opinion that the vessel is eligible to remain as classed and notation T.S. seen 4-39.

Survey Fee (per Section 29) £ 25.00 Fees applied for 22 1/4 1939

Special Damage or Repair Fee (if any) (per Section 29.) £ 1.50 Received by me, 19

Travelling expenses (if chargeable) £ 1.50

Committee's Minute FRI 28 APR 1939

Assigned See Rpt on hull
Rot 28089

CH. Brouse
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003341-003348-0144

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

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