

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office

JUN 15 1939

State if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *Yes*Date of completion of report *5th June 1939*Port of *Copenhagen*No. *10924*Survey held at *Odense*Date First Survey *23rd August 1938*Last Survey *22nd May*

1939

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

single screw motor tanker "INGE MÆRSK"

State Type (Full scantling, Complete Superstructure with or without Tonnage Openings)

*Full scantling*State Type of Erections *P, B & F*TONNAGE under Tonnage Deck... *8688.10*CLASS *+100 A1* State if with freeboard as condition of Class *NR*Built at *Odense*Do. of space or spaces between Tonnage Dk. and Upper Dk. *✓*Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) *L 480'-0"*Launched *1-4-1939* Yard No. *78*Total *8688.10*Breadth (greatest moulded) *B 65'-3"*Builders *Mess. Odense Skibstøværft*Gross Tonnage *9396.77*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 35'-10"*Owners *A/S Svendborg & S/S af 1912 A/S*Register Tonnage *5819.19*1st Longitudinal Number (L x D) *= 16800*Managers *A. P. Möller Esq.*2nd Numeral L x (B + D) *= 48120*

(Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS.

Length *482.9'*

Breadth *65.5'*

Depth *33.9'*

Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓*

Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.36* *✓*

Do. Long Bridge to top of keel *✓*

Draught Moulded *27'-9 3/4"*

Residence *Copenhagen*

Port of Registry *Copenhagen*

If surveyed while building, afloat, or in dry dock *while building.*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>800</i> <i>✓</i>		Bracket Floors, Frame	<i>Z</i>	
" " from <i>for'd. bulkhead</i> amidships to Collision bulkhead	<i>660</i> <i>✓</i>		" " Reversed Frame	<i>Z</i>	
" " in peaks	<i>605</i> <i>✓</i>		" " Vertical Struts	<i>Z</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>2300 12 1/2</i> <i>✓</i>	
Frame Amidships, Angle <i>E</i> or <i>F</i>	<i>250 90 12</i> <i>✓</i>		" " top Angles	<i>90 90 14</i> <i>double</i> <i>✓</i>	
" " Extends up to	<i>upper deck</i> <i>✓</i>		" " bottom Angles	<i>130 130 16</i> <i>- - -</i> <i>✓</i>	
Reversed Frame Amidships, Angle	<i>Z</i>	<i>For particulars of long. framing etc. please see Rpt. 1* on back of this report.</i>	Side Girders, No. each side and thickness	<i>3 19-11</i> <i>✓</i>	
" " Extends up to	<i>Z</i>		Margin Plate depth (excl. of flange) and thickness	<i>Z</i>	
Depth of Framing Girder	<i>Z</i>		" " Vertical Angle to Tank side	<i>Z</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<i>Z</i>		Bracket abaft 1/4 len. from stem	<i>Z</i>	
" " Second 'tween Decks, Angle, [or]	<i>Z</i>		" " Vertical Angle to Tank side	<i>Z</i>	
" " Third " " " "	<i>Z</i>		Bracket from forward 1/4 len. from stem to Panting Area	<i>Z</i>	
" " from 1/4 len. for'd. to 15% len. from Stem	<i>280 90 13 1/2</i> <i>in no. 1 tank</i>		Gussets, spacing and scantling abaft 1/4 len. from stem	<i>Z</i>	
" " in Peaks, Angle, [or]	<i>250 90 13</i> <i>" " 2 "</i>		Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	<i>Z</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>230 90 11</i> <i>app. 10</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>12</i> <i>✓</i>	
State if Frame Joggled	<i>yes</i> <i>✓</i>		INNER BOTTOM PLATING, in motor room		
Are the scantlings and arrangements in the Pan Area in accordance with the Rules and/or approved?	<i>yes</i> <i>✓</i>		Breadth and thickness of Middle Line Strake	<i>1415 13 1/2</i> <i>✓</i>	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>yes</i> <i>✓</i>		Thickness of remainder in Hold	<i>13 1/2</i> <i>✓</i>	
SINGLE BOTTOM.			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	<i>✓</i>	
Floors, Depth and thickness at mid-line in Holds	<i>✓</i>		BEAMS.		
Height of Brackets at side above base line at toe of frame	<i>1865</i> <i>✓</i>		Uppermost Continuous Deck, amidships	<i>230 90 11</i> <i>✓</i>	
Middle Line Keelson, Angle, [or]	<i>150 75 11 1/2</i> <i>double</i> <i>✓</i>		" " in Way of Bridge, Angle, [or]	<i>230 90 11</i> <i>✓</i>	
" " Through Plate	<i>1475</i> <i>11</i> <i>✓</i>		" " in Way of Bridge, Angle, [or]	<i>200 75 10 1/2</i> <i>✓</i>	
" " Foundation Plate on Floors	<i>✓</i>		Spacing	<i>every frame</i> <i>✓</i>	
" " Flat Plate Keel Angles	<i>100 100 15 1/2</i> <i>double</i> <i>✓</i>		Second Deck, amidships, Angle, [or]	<i>250 90 11</i> <i>✓</i>	
Side Keelsons, No. each side	<i>Z</i>		Spacing	<i>200 75 9</i> <i>✓</i>	
" " thickness of Intercoastal Plate	<i>Z</i>		Third Deck, amidships, Angle, [or]	<i>Z</i>	
" " Angles	<i>Z</i>		Spacing	<i>Z</i>	
DOUBLE BOTTOM, in motor room			Fourth Deck, amidships, Angle, [or]	<i>Z</i>	
Solid Floors, thickness and spacing	<i>11 every frame</i> <i>✓</i>		Spacing	<i>Z</i>	
" " Are Frame and Reversed Frame joggled?	<i>yes</i> <i>✓</i>		Bridge Deck, Angle, [or]	<i>Z</i>	
Bracket Floors, breadth and thickness at middle line	<i>Z</i>		Spacing	<i>every frame</i> <i>✓</i>	
" " breadth and thickness at margin plate	<i>Z</i>		Forecastle Deck, Angle, [or]	<i>200 75 11 1/2-10 1/2</i> <i>✓</i>	
			Spacing	<i>every frame</i> <i>✓</i>	

PILLARS AND DECKS.

PILLARS, No. of Rows.....	IN SHIP.		Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
	IN SHIP.	IN SHIP.				
Stringer Plate, breadth and thickness in way of Bridge						
Thickness of Plating abreast Deck openings in way of Wells						
Thickness of Plating abreast Deck openings in way of Bridge						
Thickness of Plating within line of openings...						
If Sheathed, material and thickness						
Third Deck.						
Stringer Plate, breadth and thickness.....						
If Plated, state thickness.....						
Fourth Deck.						
Stringer Plate, breadth and thickness.....						
If Plated, state thickness						
Poop Deck.						
Stringer Plate, breadth and thickness	990	9 1/2	✓			
Plating, Sheathing, material and thickness	7 1/2 - 6 1/2	with 2 1/2" O.P.	✓			
Bridge Deck.						
Stringer Plate, breadth and thickness.....	1900	10	✓			
Plating, Sheathing, material and thickness	8	no sheathing	✓			
Forecastle Deck.						
Stringer Plate, breadth and thickness.....	915	9 1/2	✓			
Plating, Sheathing, material and thickness	10-9	no sheathing	✓			

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>no</i> State if jogged?			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.		
		<i>2</i>	<i>2</i>	<i>2</i>			<i>no</i>						
FLAT PLATE KEEL	1380	<i>26</i> ✓	<i>20</i> ✓	<i>20</i> ✓		double	1	<i>3 1/2</i> ✓	<i>3</i> ✓	<i>1 1/8</i>	<i>4 1/2</i> ✓	double straps	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes ... <i>4</i>	<i>A, B</i> <i>C, D</i>	<i>17 1/2</i> ✓	<i>15</i> ✓	<i>14</i> ✓		double	<i>7/8</i>	<i>3 1/8</i> ✓	<i>4-3</i> <i>5-3</i>	<i>7/8</i> <i>7/8</i>	<i>3 1/2</i> ✓ <i>4</i> ✓	lapped	
BILGE PLATING, No. of Strakes <i>1</i>		<i>18 1/2</i> ✓	<i>17</i> ✓	<i>18 1/2</i> ✓		- - -	<i>7/8</i>	<i>3 1/8</i> ✓	<i>5-3</i>	<i>7/8</i>	<i>4</i> ✓	- - -	
SIDE PLATING, No. of Strakes <i>3</i>		<i>17 1/2</i> ✓	<i>12</i> ✓	<i>12</i> ✓		<i>(B)</i> - - -	<i>7/8</i>	<i>3 1/8</i> ✓	<i>4-3</i>	<i>7/8</i>	<i>3 1/2</i> ✓	- - -	
UPPER DECK, Sheer- strake in Wells	<i>1520</i> ✓	<i>26</i> ✓	<i>12 1/2</i> ✓	<i>12</i> ✓		- - -	<i>1</i>	<i>3 1/2</i> ✓	<i>3</i>	<i>1 1/8</i>	<i>4 1/2</i>	double straps (lapped at ends)	
UPPER DECK, Sheer- strake in Bridge ... <i>at head under poop frame</i>	<i>1700</i>	<i>30</i> ✓	✓	✓		- - -	<i>1</i>	<i>3 1/2</i> ✓	<i>3</i>	<i>1 1/8</i>	<i>4 1/2</i>	double strap	
STRAKE BELOW SHEER- strake in Wells	<i>2260</i> ✓	<i>17 1/2</i> ✓	<i>12</i> ✓	<i>12</i> ✓		- - -	<i>7/8</i>	<i>3 1/8</i> ✓	<i>4-3</i>	<i>7/8</i>	<i>3 1/2</i> ✓	lapped	
STRAKE BELOW SHEER- strake in Bridge ...		✓											
POOP SIDE PLATING			<i>10 1/2</i>	✓		single	<i>3/4</i>	<i>3</i> ✓	<i>2-1</i>	<i>3/4</i>	<i>2 1/2</i> ✓	lapped	
BRIDGE SIDE PLATING ...		<i>11</i>		✓		- - -	<i>3/4</i>	<i>3</i> ✓	<i>2</i>	<i>3/4</i>	<i>2 1/2</i> ✓	- - -	
FOREC'TLE SIDE PLATING			<i>11</i>	✓		- - -	<i>3/4</i>	<i>3</i> ✓	<i>1</i>	<i>3/4</i>	<i>2 1/2</i> ✓	- - -	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	14 ✓
Deck next below	✓
As per Rule	✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	FK	✓		
STEM	forging	270 x 70		
STERN FRAME	Cast steel	✓		
Propeller Post	cast steel	✓		
Rudder	- - -	- - -		
Speed of Vessel		12 knots		
RUDDER—Type				
A x D		22.7		
Diam. of head		364		
Mainpiece at top pintle	cast steel	✓		
heel ...	frame with plates in sections welded in	✓		
how constructed	horizontal	✓		
double or single plate coupling, vertical or horizontal	horizontal	✓		

	Plating Thickness.	STIFFENERS.			
		VERTICAL.	SPACING.	HORIZONTAL.	SPACING.
MIDSHIP BULKHEAD, Upper between decks	13 1/2 - 9	280.90.12	815	Pl. 1450 x 11 1/2	upper
Second				face bar 320 x 100.15	
Third	13 1/2 - 9	250.90.12	842	Pl. 1000 x 10	lower
Side bulkheads				face bar 230.90.12	
COLLISION	8 - 6 1/2	150.75.9 1/2	610		
below	12 - 8	230.90.12	610		
AFTER PEAK	8.75 - 7.75	200.75.12	610		
below	12 - 9.75				

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	Plates: - Dorman Long & Co. Ltd.
	Profiles: - The Steel Co. of Scotland Ltd.; Carrall Iron Co. Ltd.; Appleby - Frodingham Steel Co. Ltd.; The Lancashire Steel Co.
	Has the Steel been tested as required by the Rules? Yes

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
		In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
		Diam. Ins.	Speng. Ins.	Inches.	Number.	Diameter. Inches.							
Framing of L, E or C													
Frames in Bridge 'tween Decks L		180	75	10 7/8	✓	—							
Frames from Uppermost Continuous Deck in centre tanks No. 1		17.4.4.	5 1/8	✓	—								
" 2													
" 3													
" 4													
" 5													
" 6													
" 7													
" 8													
" 9													
" 10													
" 11													
" 12													
" 13													
" 14													
" 15													
" 16													
Spacing of Longitudinal Frames	Amidships	815 7/8			✓								
	At Ends	✓											
Double Bottoms L, E or C	Tank Top Longitudinals												
	Bottom	✓											
Spacing of Longitudinals	Amidships												
	At Ends...												
Transverses.													
Web frames Side (in 'tween Decks)	Depth and Thickness	380	9 1/2	✓	—								
	Face Angles	75	75	10 1/2	✓	—							
	Lugs to Shell* joggled	90	90	10	✓	—							
Side (in Hold)	Depth and Thickness												
	Face Angles	✓											
	Lugs to Shell*												
Bottom frames in centre tanks.	Depth and Thickness	1400	12 1/2	✓									
	Face Angles L	230	90	12	double ✓								
	Lugs to Shell* joggled	150	150	12	✓								
	" " Back Bars ...	90	90	12 1/2	✓	—							
	Brackets	2200	2445	12 1/2	✓								
Spacing of Transverse Frames	3 off in each tank equally spaced.	✓											
	* State if joggled or liners.												
Longitudinal Beams of L, E or C	Bridge Deck ...	150	75	8	✓	—		815 7/8		250. 8 1/2	150. 75. 12	✓	
	Upper "	230	90	11	✓	—		815 7/8		760. 10 1/2	150. 75. 12 1/2	✓	
	Second "					—							
	Third "					—							

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

EQUIPMENT No 49618										LETTER e-10		ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.				
97486	1st Bower ...	86	0	0	✓	—		61	10	0	0	85.2.0	✓	stockless	V. Wingley	Wellington 17/6/38 J.R. Relf.
97487	2nd „ ...	85	3	14	✓	—		61	10	0	0	✓		—	o Sam Ltd	— 17/6/38 J.R. Relf.
97427	3rd „ ...	73	3	7	✓	—		55	15	0	0	✓		—	—	— 8/6/38 —
	Collective weight.	245	2	21	✓							244.2.0				
97458	Stream	25	0	7	✓	6	1 21	24	17	0	21	25.0.0	✓	stock	—	— 24/6/38 —

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Statutory.	Break-ing.	Supplied.	Per Rule.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Length.	Ins.
89634	300	2 1/4	134.8	188.7	860.1.0	989.0.0	300	2 1/4	300	2 1/4	Studlink "Taycoff"	S. Taylor & Sons	Wellington 6/4/39 J.R. Relf	TOWLINE	130	5 1/2	84.4	130	5 1/2
														HAWSERS & WARPS	2x100	2 3/4	15.2	2x100	2 3/4
															2x100	8	Manilla	2x100	8
Iron Stream Steel Wire	120	4 3/4			64.6				120	4 3/4		Jacob Holm & Sønner	Cp 11/11/38						

Steering Gear, Type (Power or hand) *Deutsche Werke, Kiel (Steam)* Alternative Means of Steering *Direct*
 Steering Chains (Size and Test) *Telemotor* Windlass *Deutsche Werke, Kiel (Steam)*
 Lifting in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*
 Hatchways.—(Upper Deck) *1600 x 1225 x 810 2 x 10 2 Thick* *Garboard hatch as upper deck* *Thickness of Hatches* *3454 x 2640 x 760 2 x 11 2 Thick*
 of Hatchways No. 1 (Fwd.) *✓* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*
 Number of Shifting Beams *✓*
 and/or Fore and Afters *✓*

Builder's Signature

ODENSE STAALSKIBSVÆRFT
 A. P. MØLLER
A. P. Møller

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel
 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

amount of Entry Fee ... £ 246.40
 Freeboard fee ... £ 448.00
 Special Survey Fee ... £ 14.613.48
 Lake fee ... £ 60.00
 Travelling Expenses, if any ... £ 923.95
 Fees applied for, 17.6.1939
 Received by me, 20.6.1939

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed *+100 A 1*
carrying petroleum in bulk
 Signature *S. Sanderson*
 Surveyor to Lloyd's Register of Shipping.

Whether the Vessel has been built under Special Survey *yes*

Certificate to be sent to *Surveyor office* Cp Date of issue *10/9/39*

Committee's Minute

FRI 23 JUN 1939

Character assigned

+100 A 1
Carrying Petroleum in Bulk
Lloyd's APCR
+ LMC 5.39
2203 180

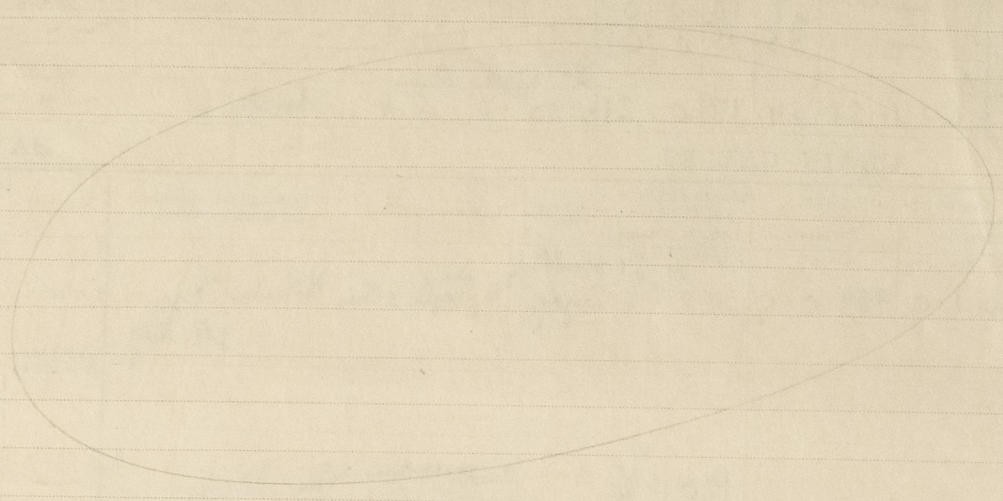
Note

Oil Eng
CH

Lloyd's Register Foundation

0064 3/3

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)



PARTICULARS OF ELECTRIC WELDING (if employed)

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Head

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	44.0.16 NS 1742 23.9.37	Low
	2nd "	43.3.21 NS 1741 23.9.37	"
	3rd "	36.3.15 RL 5220 20.11.36	"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.23 ft., R.Q.D. ft., Bridge 34.12 ft., Forecastle 37.25 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. ✓ Signal Letters OZAZ Extreme Breadth over Belting ✓ Over-all Length 501'-1 1/2" (Circ. 1703) 501.1' ✓
No. and Material of Decks 1 dh (sh) ✓
Parts of Bottom of Vessel coated with cement or approved composition ✓
Particulars of composition (if fitted) and of approval ✓

March 11 a/p.

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft, p. 10-44 (incl. lub. oil tanks)	87.35	428	Fore peak tank, p. 180 - stem	25.35	165
Double bottom, under Engines and Boilers,			After peak tank, p. 1 - 10/11	19.9	92
Double bottom, if under Engines only, p. 24-32 (lub. oil)	21.0	108	Deep tank, aft, (wing tanks in motor room) p. 38-44	15.75	379
Double bottom, if under Boilers only,			Deep tank, forward, p. 168-180	26.0	438
Double bottom, forward,			Other tanks, if fitted, Tanks above A.B. (See sketch below)		132
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 121

Date 3-4-37.

Dates of Surveys held while building

1938: - 23/8 8/11 22/11 29/11 14/12 15/12 25/12
1939: - 3/1 13/1 18/1 20/1 3/2 7/2 11/2 (2) 15/2 24/2 28/2 3/3 7/3 10/3 14/3 17/3 21/3 24/3 28/3 30/3 31/3
1/4 5/4 5/4 4/5 8/5 19/5 25/5 -