

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 7-10-1935 When handed in at Local Office 9-10-1935 Port of Copenhagen

No. in Reg. Book 31723 Survey held at Copenhagen Date, First Survey 21-8-1935 Last Survey 28-9-1935 (No. of Visits 19)

TONNAGE: Built at Odense By whom Odense Skadshibsvaerf When 1932-3
GROSS 5339 Owners P/S S/S Sundby & P/S of 1912 Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DEK. 4624 Managers A.P. Møller, Copenhagen Port belonging to Copenhagen
NET 3341

Surveyed Afloat or in Dry Dock on patron Name of Dock Bunn. & Wain, Destined Voyage New York
WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. EPT 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. 1233 Port Boa.

(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined Yes, not required

CHARACTER, Date of last Survey and of Periodical Surveys.	Years Allowed to elapse before next Survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1 with freeboard 12.34		+LMC 3.32 +Lloyd's RMC 3.52 Tail shaft etc.
Fitted for carrying oil Th. above 150 7 in depth tanks		
Society's Freeboard (if assigned) as painted on Ship and now verified	3	4 1/2 ins.

Was a damage report made by anyone else? If so, by whom? insurance surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, SS No. 1 and alteration.

Damages stated to have been sustained thro':-

- 1) damage to mooring-pipe at New York on 16-8-33
- 2) coll. with quay at Baltimore on 27-4-34
- 3) " " " Edgewater on 6-10-34
- 4) grounding at Savannah on 15-10-34
- 5) coll. with Dolphin at Manilla on 5-12-34
- 6) " " " quay at Baltimore on 13-3-35
- 7) fire onboard on voyage Cristobal - New York on 16-7-35

Now done:-

Vessel placed on patron bottom & rudder cleaned examined & recoated.

OIL ENGINE. CONTINUOUS SURVEY.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items.
Renewed	-	-	-	-	-	-	2	as stated
Removed and Faired or Repaired	13	4	-	-	6	-	1	
Faired or Repaired in place	15	9	-	-	2	1	-	

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks good	as stated	good	(State if on Felt) ✓
Caulking of Decks "	yes	part used good	When put on, Month ✓ Year ✓
Coamings "	good	Engine Room Skylights good	Boats good
Beams & Fastenings "	"	Coal Bunkers, Open'gs, Lids, &c. none	Masts, Yards, &c. "
Outside Plating "	part used good	Oil Bunkers part used good	Condition, how ascertained ✓
" " in way of sidelights. "	good	Scuppers good	(State if wedges removed) none
Breasthooks "	"	Cargo Hatchways "	Sails "
Transoms "	"	Hatches "	Equipment letter b.i.
Frames "	"	Planking of Wood Vessels. "	Anchors, No. of 3.1
Reverse Frames "	"	Caulking ditto. "	Chain Locker good
Longitudinals ✓	"	Treenails ditto. "	Cables (State if now ranged) none
Transverses ✓	"	Breasthooks & Stems ditto. "	" length ✓ mean diam. ✓
Floors part used good	"	Transoms Pointers, & Crutches ditto. "	" Rule length ✓ size ✓
Keelsons " good	"	Timbers of Frame at openings ditto. "	Hawser & Warps sufficient
Stringers " good	"	Ditto Ditto at other places ditto. "	Standing and Running Rigging efficient
Inner Bottom Plating part used good	"	Stringers, Clamps & Shelves ditto. "	
	"	Salting ditto. "	
	"	(State if examined.)	

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 ptND24, &c."

This vessel is eligible in my opinion to remain as classed and to have record of survey 9.35 and notation of SS Cpn No. 1-35. The notes in the SR.-list 1 regarding Hawser and repairs to f/cle can now be deleted.

Survey Fee (per section 20)	Rs. 486.00
Special Damage or Repair Fee (if any) (per sec. 20)	Rs. 180.00
Travelling Expenses (if chargeable)	Rs. 14.85
Second Surveyor's Fee (if any)	Rs. 60.00

Fees applied for 11-10-1935

Received by me 28-10-1935

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Note banks
P.O. to
Note Cpn

FRI. 1 NOV 1935

1000A With for
Withth
Spl. Con?
Ditt. for carr: oil & in Deep Tanks
58.35 A. & No 1-35 + Linc. 10.35
ADB-35-1000

TUE. 24 DEC 1935

FRI. 17 APR 1936

FRI. 8 MAY 1936

TUE. 15 SEP 1936

CERTIFICATE WRITTEN

Lloyd's Register Foundation

16 OCT 1935

- 1) One mooring pipe on port side renewed.
 - 2) (SS) shellplates G 13, H 12, I 11 & 12, K 12 taken out, fair'd & replaced.
2 main frames in way incl. beam brackets taken out, fair'd & replaced.
a few minor repairs effected. (3 main frames & 2 deck beams fair'd in place.)
 - 3) (PS) shellplate I 5 taken out, fair'd & replaced.
H 3, 4 & 5, I 5 & K 5 fair'd in place.
a few minor repairs effected.
 - 4) No. 2 keelplate taken out, fair'd & replaced.
a number of rivets in keel- & bottom plates in way of F.P. & No. 1 tanks renewed.
a number of rivets in shellplates in way of A.P. caulked.
Rudder lifted & pivots with bushes overhauled.
F.P. tank & No. 1 DB tank tested on completion.
 - 5) (SS) shellplates G 5 & H 5 taken out, fair'd & replaced.
F 6, G 4, H 6, I 5, 6, 15 & 16, L 17 fair'd in place. 3 main frames fair'd in place.
a few minor repairs effected.
 - 6) (PS) shellplates G 14, H 13 & I 12 taken out, fair'd & replaced.
2 main frames in way incl. beam brackets taken out, fair'd & replaced. 3 frames
 - 7) (SS) shellplate I 8 taken out, fair'd & replaced. (c 2 beam knees fair'd in place.)
I 14 & 15 fair'd in place.
- (PS) Repairs to f'de decks :-
6 deck beams taken out, fair'd & replaced.
1 deck plate " " " " "
2 deck plates cropped & part renewed.
1 deck stringer plate fair'd in place

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors #	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.				
	1st Bower ...													
	2nd "													
	3rd "													
	Collective Weight.													
	Stream													
	Kedge													

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Owts.	qrs.	lbs.	Owts.						qrs.

- 2 deck girders with brackets etc. taken out, fair'd & replaced.
Intercostals etc. in way of windlass etc. taken out, fair'd & replaced.
Breakwater, windlass, windlass bed planks with boundary bar etc. removed for admittance & replaced.
all steel which has been subjected to heat annealed.
a few minor recommendations effected.

SS No. 1 :-

Vessel placed on parboon, bottom & rudder cleaned examined & recoated. The holds, peaks, tur.-decks, motor spaces (above & below platforms) and

(cont'd) m.s. "PETER MERSK" (1)
accommodation spaces cleaned and examined. Ceiling removed as required by Rules. The plating, framing and all steel work scaled and coated as necessary.
all bitges & limbers cleaned out and examined.
all DB-tanks, tunnel tanks, peak- and deep-tanks waterbashed according to Rules.
all peak- & deep-tanks, tunnel tanks & part DB tanks examined internally (the DB tanks carrying fuel oil have only been cleaned out & examined in way of repairs & alterations).
The decks, cements, anchors, masts, spars, rigging, general equipment, hatchways & supports, hatch covers, tarpauline, cleats & battens, ventilator openings & covers and motor casing examined & found or placed in good condition.
The steering engine & its connections, the telemotor lines, windlass, W.T. doors, air- & sounding pipes and doubling plates under sounding pipes (except in DB tanks not examined internally) examined and found or placed in good condition.
Foreboard verified.

Wear- & tear repairs:- a number of minor repairs effected.
Per SR-list:- Hoop for equipment now renewed and repairs to forecastle head and space now effected.

Alterations:-
An additional deep tank intended for carrying oils with flash point above 150° F has been fitted immediately forward to the existing deep tank in accordance with the plan approved in London 30th March 1933 and London letters dated 30/3/33, 3/5/35, 10/5/35 and 28/8/35.
As the new tank is only intended for ordinary oils the cofferdam indicated on the approved plan has not been fitted but the necessary wood ceiling has been fitted.

The requirements of sec. 20 of Rules for vessels carrying petroleum in bulk has been complied with where applicable.
The new tank has been waterbashed according to Rules & found good.
Also the existing deep tank on port side has been divided in 2 tanks by means of a transverse bulkhead ^{on p. 95} as on starboard side. The new bulkhead has been constructed exactly as the existing bulkhead on starboard side.

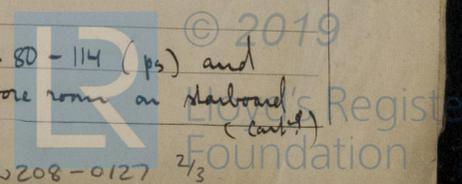
On completion the two tanks thus formed have been waterbashed according to Rules & found good.

Deck girders have now been fitted in accordance with the sketch prepared in London on the 3rd May 1935. The girders have the following scantling :-
Web plate 12" x 40"
Face angle 6" x 3" x 40"
Lugs to deck 3" x 3" x 38"

and are fitted from p. 50 - 67 (PS) and from p. 80 - 114 (PS) and p. 80 - 114 (SS) as the existing steel bulkhead enclosing store room on starboard

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



(cont'd)

m.s. "PETER MERSK"

(2)

side of casing from the necessary webplate; also the girder is attached to this bulkhead with a suitable bracket and the face bar is continued along the bulkhead 3 frame spaces.

The two ventilators at fore end of no. 4 hatch have been removed and 2 derrick-ports of the necessary strength have been fitted instead. The derrick ports are fitted with steel covers at tops to be able to form ventilators as well.

A new 3 ts. derrick has been fitted on each port.

The main decks in the insulated chambers in upper h.w. decks have been insulated with 8" corkslabs (ss) & 6" corkslabs (ps) and 2" wood decks above.

also the capacities etc. of the deep tanks are now as follows: -

		(counting from forward)		
No.	ft. range	oil	s.w.	
No. 1	p. 100-112 (28'-10")	540.5 ts.	586.8 ts.	starboard
		549.0 "	596.1 "	port
No. 2	p. 95-100 (12'-0")	226.7 "	246.1 "	starboard
		232.2 "	252.1 "	port
No. 3	p. 86-95 (21'-8")	329.1 "	357.3 "	starboard
		626 334.6 "	363.3 "	port

The difference in capacity of port & starboard tanks ^{2401.7} due to a small pipe tunnel which has been fitted in the starboard side along the bottom of the centre line bulkhead.

The tunnel has been substantially constructed of steel plate & angles and is riveted to centre line bld. and DS tanktops.

SS.