

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.

Survey held at

Copenhagen

Date, First Survey

21-8-

Last Survey

28-9-

1935

31723

on the Wood, Iron or Steel

"PETER MÆRSK"

TONNAGE:-

Built at

Odense

By whom

Odense Skadshibsværk

When

1932

3

GROSS 5339

Owners

P/S/S Sundby & P/S/S af 1912

Owners' Address

(if not already recorded in Appendix to Register Book).

UNDER DEK 4624

Managers

A.P. Müller, Copenhagen

Port belonging to

Copenhagen

NET 3341

and

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

Particulars of Classification (which must be inserted

precisely as in Register Book & Supplements)

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

Society's Freeboard (if assigned) as

3

ft. 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 thus:-

- 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 Manila on 5-12-34
- 6) " " " " quay at Baltimore on 13-3-35
- 7) fire on board on voyage Cristobal - New York on 16-7-35

Now done:-

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

P.T.O.

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items.
Renewed	13	4			6		2	as stated
Removed and Faird or Repaired	15	9			2	1		
Faird or Repaired in place								

PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	air dried	Air and Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	✓
Caulking of Decks	"	State if Tanks now tested	yes	Dbing. Plates under Sounding Pipes	part used, good	(State if on Felt).	
Coamings	"	Bulkheads	good	Engine Room Skylights	good	When put on, Month	✓ Year
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	none	Boats	good
Outside Plating	"	Cement on upper part used	good	Oil Bunkers	part used, good	Masts, Yards, &c.	"
" " in way of sidelights	"	Rudder	good	Scuppers	good	Condition, how ascertained	from aloft
Breasthooks	"	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed)	none
Transoms	"	Windlass	"	Hatches	"	Sails	"
Frames	"	Have pumps now been examined and found efficient?	none	Planking of Wood Vessels		Equipment letter	b.t.
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	none	Caulking	ditto	Anchors, No. of	3.1
Longitudinals	✓	Have Watertight Doors now been examined and found efficient?	yes	Treenails	ditto	Chain Locker	good
Transverses	part used, good	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stems	ditto	Cables (State if now ranged)	no
Floors	part used, good			Transoms Pointers, & Crutches	ditto	" length (on board)	✓ mean diam.
Keelsons	"			Timbers of Frame at openings	ditto	" Rule length	✓ size
Stringers	part used, good			Ditto Ditto at other places	ditto	Hawser & Warps	sufficient
Inner Bottom Plating	part used, good			Stringers, Clamps & Shells	ditto	Standing and Running Rigging	efficient
				Salting	ditto		

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 ptdND24, &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'ble can now be deleted.

(incl. attention)

Survey Fee (per section 20)

486.00

Fees applied for

11-10-1935

Special Damage or Repair Fee (if any)

180.00

Travelling Expenses (if chargeable)

14.85

Second Surveyor's Fee (if any)

60.00

Received by me

28-10-1935

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Copy for Danish Ministry

FRI. 1 NOV 1935

TUE. 24 DEC 1935

FRI. 17 APR 1936

FRI. 8 MAY 1936

TUE. 15 SEP 1936

Is Certificate required? If so, to be sent to

W208-0127-1/3

- 1) One moving pipe on port side removed.
- 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 tank renewed.
a number of rivets in shellplates in way of A.P. caulked.
Rudder lifted & pintles 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. (& 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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...													If Patent state name of Patentee.		
	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.

[illegible]

- 2 deck girders with brackets etc. taken out, failed & replaced.
Intercostals etc. in way of windlars etc. taken out, failed & replaced.
Breakwater, windlars, windlars 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 Vg. 1 :-

Vessel placed in port basin, bottom & rudder cleaned, examined & recoated. The holds, peaks, tw.-decks, motor spaces (above & below platforms) and

(contd)

M.S. "PETER MÆRSK"

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accommodation spaces cleaned and examined. Ceiling removed as required by Rules. The plating, panning and all steel work scoted and coated as necessary.

all bolts & timbers cleaned out and examined.

all SB-banks, tunnel banks, peak- and deep-banks waterbushed according to Rules.

all portholes, deep tanks, tunnel tanks & port 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 & batten, ventilator & covers and motor casing examined & found & placed in good condition.

The steering engine & its connections, the telemotor lines, windlass, W.T. doors, air-coupling pipes and doubling plates under sounding pipes (except in BB tanks not examined internally) examined and found or placed in good condition.

✓ Keelboard verified.

Wear - e bear repairs:- a number of minor repairs effected.

Per SR-List 1 - Hanger for equipment now removed and repairs to forecable 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 in 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 water tested 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 ^{at p. 45} as on starboard side; the new bulkhead has been constructed exactly as the existing bulkhead on starboard side.

On completion the two banks 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 scantlings:-
Web plate 12" x 40

Web plate 12" x .40

Face angle $6'' \times 3'' \times .40''$

hyps br deck 3" x 3" x .38"

and are fitted from p. 50 - 67 (p25) and from p. 80 - 114 (p5) and p. 80 - 114 (55) as the existing steel bulkhead enclosing store room on Harbour

(cont'd)

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(2)

side of casing form 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 top to be able to form ventilators as well.

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

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

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

(counting from forward)			
No.	ft. - in.	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
		334.6 "	363.3 " port

The difference in capacity of port & starboard tanks ^{2401.3} 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 DB tanktops.

SS.