

Odense Staalskibsvaerft. A/S. Odense.

Yard No. 97.

F.E.

by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

SHIP'S NAME Motor Tanker "HENNING MAERSK" Rpt. Cpn. No. 11747

Remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Long. No. 17816

Depth "d" -

Lat. Long. No. 50428

Proportions = $\frac{L}{D}$ 13.81

Conditioning As approved

Sheerstrake As approved

Two longitudinal bulkheads are fitted.

The vessel was launched in April 1944, examined in dry dock and completed in July 1945.

In view of the Surveyors statement that, owing to wartime difficulties, delivery of the sternframe and rudder with this Society's test certificates could not take place and that a sternframe and rudder with Bureau Veritas certificates, taken from a sister vessel, were fitted instead, it is submitted for consideration, whether the ~~denoting~~ that the vessel has been built under Special Survey should be assigned in this case.

This vessel appears, ^{otherwise} to have been built in accordance with the rules and the approved plans, and it is ^{further} submitted she is eligible to

be classed 100A1 "Carrying Petroleum in bulk"

7.45

Date of Build: "1945-7mo"

1 Dk. "Longitudinal framing" "Elec. welded"
Cell DBuE 87' 428t, wing tanks in mchy space 445t, DTf 29' 444t,
FPT 158t, APT 130t

FK, 12BH

P 102' B 35' F 41'

Mchy Aft

O.L. 522.5' E.S.D.

ft



The Surveyors report that the steel used in the construction was made in Germany on the open hearth process and tested as required by the rules. (See also under "STEEL USED IN VESSELS CLASSED WITH L.R." on page of Mr.E. Potts' report on his visit to Denmark in August 1945.

The anchors were also made in Germany and tested by the Bureau Veritas.

It is ^{also} submitted the Surveyors be informed it is concluded the steering arrangements and windlass ^{have} been tried under working conditions and found satisfactory, but they ^{should} state if this is so.

004591-004595-0047

4.12.45

E.F.

17.01.2017

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