

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

(Received at London Office 18 SEP 1945)

Date of writing Report July 31, 1945 When handed in at Local Office July 31, 1945 Port of New York

Survey held at New York Date, First Survey July 30, Last Survey July 31, 1945 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or Steel~~ M.V. "HENNING MAERSK"

Age { Gross 10105 Vessel built at Odense By whom Odense Staalekibsverft When 1945 7

{ Net 9235 6116 Engines made at Copenhagen By whom A/B Burmeister & Wain When 1945

Boilers, when made (Main) (Donkey) 1945

Owners: A/S Dampskibsselskabet Svendborg & Dampskibsselskabet 1912 A/S Owners' Address Copenhagen

Managers: - Port Copenhagen Voyage -

If Surveyed Afloat or in Dry Dock Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

(State name of Dock.) Beth Steel Co., Hoboken, N.J.

Report No. Port

Particulars of Examination and Repairs (if any) Docking?

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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.

Has 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Where a thorough examination was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

What was the 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 the screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used? Is it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What was the date of examination of Screw Shaft? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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.

Vessel placed on dry dock, propeller, outer end of stern bush, sea valves, cocks and their connections examined, found in order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far 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. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

now seen, is in safe working condition and in my opinion is eligible to be continued as classed without fresh record of survey.

Survey Fee (per Section 29) £ \$15.00

Special Damage or Repair Fee (if any) £ : : Aug 2 1945

(per Section 29.) Received by me, Aug 9 1945

Travelling expenses (if chargeable) £ : : Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK AUG 23 1945

Assigned As now

J. A. Moore
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

subject
see 1st Entry Report

Bell
30/1/46



© 2020
Lloyd's Register
Foundation