

The Principal Surveyor,  
NEW YORK.

MOBILE, ALA.

The Chief Engineer advised, that certain examinations and repairs had been effected, as far as the writer recollects, at Barcelona, Spain, during March 1940, but that Certificate February 13, 1942, therewith had neither reached the home office at Copenhagen nor the vessel, wherefore it was suggested that all documents (Committee Report, etc.) not been lost in transit, which may explain the vessel's incomplete survey. The Principal Surveyor, NEW YORK, was mentioned in the Wokingham letter and been entered in the Data Journal as a Barcelona survey.

Dear Sir:

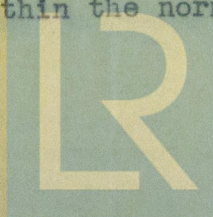
M.V. "BEN BRUSH"  
ex "CAROLINE MAERSK"

Your favour of the 10th instant regarding letter from Wokingham in connection with survey at New York during August 1941 received and contents carefully noted.

This vessel was changing Owners and changed from Danish to Panamanian flag while undergoing survey at New York, August 1941.

The Chief Engineers of the "Maersk Fleet", to which the vessel belonged, maintain a private Company Data Journal, similar to the Society's data sheet for Oil Engine Surveys No. 7E (printed in red), but more complete, in which the date, together with the place and the Surveyor's name, is entered by the attending Surveyor personally whenever any part of the main or auxiliary machinery is examined or repaired and attended to, and in connection with which Certificate is issued by one of the Society's Surveyors. In cases where a Certificate has not reached the vessel, the Journal should always be able to prove what has been done, and when and where.

In connection with the above survey, the writer had an opportunity to examine the Data Journal mentioned, together with the few Certificates found on board, and satisfied himself that, with the exception of the parts of the main and auxiliary machinery examined and dealt with at New York during the survey in August 1941, the rest of the entire machinery had been satisfactorily dealt with within the normal C.S. cycle.



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The Principal Surveyor,  
NEW YORK.

Port Baltimore, Maryland

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The Chief Engineer advised, however, that certain examinations and repairs had been effected, as far as the writer recollects, at Barcelona, Spain, during March 1940, but that Certificate in connection therewith had neither reached the home office at Copenhagen nor the vessel, wherefore he suspected that all documents (Committee Report, etc.) had been lost in transit, which may explain Wokingham's incomplete survey data. The writer feels certain he remembers that several of the items mentioned in the Wokingham letter had been entered in the Data Journal as seen at Barcelona.

The Chief Engineer mentioned above left the vessel before the survey was completed and the writer would not be surprised if he had taken the Data Journal with him as it was private Company property and as the vessel at that time was changing Owners.

Yours very truly,

C. J. HOGSTEDT.

CJH/T

(Signed) A. Mayhew

Engineer Surveyor

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