

COPY.

# Lloyd's Register of Shipping.

Port SHANGHAI

24th August, 1936

**This is to Certify** that

**G. PICKERING**

the undersigned Surveyor to this Society did at the request of the Owners, leave Shanghai on the 29th July, 1936, and proceed to Zamboanga, Philippine Islands, for the purpose of ascertaining the nature and extent of the damage sustained by the Steel Screw Motor Vessel "MORA MAERSEK", 6271 tons gross of Copenhagen, due to fire, subsequent flooding and beaching.

The fire, it is alleged, commenced in the Engine Room on the 19th July, 1936 at 2.40 p.m. whilst the vessel was lying at anchor off Zamboanga and is stated to be due to a "blow back" from the donkey boiler furnace. The donkey boiler is situated on the starboard side, after end of the Engine Room lower platform. It appears that assistance was obtained from the U.S. Army tug "Geary" at about 6 p.m., 19th July till 11 a.m. 20th July, when this vessel was obliged to leave. Fire spread to No.3 lower tween deck (third deck) which contained dunnage, and into No.3 shelter tween deck (second deck) port & starboard, which contained lumber; also into No.2 Deep Tanks, port & starboard, which contained dunnage and ceiling.

On the 21st July, assistance was rendered by the Norwegian tanker "Soli" from 9 a.m. to 9 p.m. and this vessel stood

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—  
While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly carried out, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Members or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

Lloyd's Register  
Foundation

W464-0173

# COPY.

by on the 22nd July and left the port on the 23rd July.

On the 22nd July fire spread to the saloon houses and bridges, and to No.2 shelter tween deck and lower hold, and to No.1 shelter tween deck and lower tween deck. No.2 contained sugar and lumber, and No.1 lumber. Copra was in No.1 lower hold.

On the 24th July at about 12.30 p.m. the salvage tug "Trabajador" commenced to render assistance. Fire spread to No.4 lower tween deck, port side, containing lumber, on the 25th July, and to No.4 shelter tween deck, port side, on the 26th July. The anchor and 90 fathoms of cable was slipped and the vessel beached in Caldera Bay on the 26th July.

The salvage tug "Henry Keswick" arrived from Hong Kong on the 27th July but did not render assistance. On the 28th July the tug "Davos" arrived and rendered assistance, and the fire was finally out on the 29th July. Pumping out was carried on with by the "Trabajador" and "Davos", the vessel floated and anchored in Caldera Bay on the 4th August.

The above particulars were given by the Master. For further details see Log Books, etc.

On the 6th August the undersigned Surveyor proceeded on board accompanied by the Master and Chief Engineer. The vessel had a list to port 25° to 18°, and contained water in all holds, tween decks port side, and engine room. Visits were made each day until the vessel left, during which time pumping operations were in progress and the ship gradually straightened up to 5° port list. Owing to the presence of water, cargo, debris, dirt and oil, it was not possible to make a detailed specification of damage to hull and machinery. General examinations revealed, approximately the following:

## HULL

### Shell plating & frames

Port side, plates buckled from about the middle of Engine Room casing over a length of about six or seven plates extending forward. Also over several frame spaces abreast No.4 hatch.

W464-0173

© 2020  
Lloyd's Register  
Foundation

COPY.

( 3 )

Details approximately as follows:

Shelter deck sheer strake, & 1st & 2nd strakes below sheer strake, six plates to renew and two to anneal, fair and refit in each strake.

3rd strake below shelter deck sheer strake, five plates to renew and two plates to anneal, fair and refit.

Frames and brackets in way to be dealt with but the details could not be ascertained.

Lower strakes could not be seen.

Starboard side: Plates buckled from about the middle of Engine Room casing over a length of about seven plates extending forward.

Details approximately as follows:

Shelter deck sheer strake & 1st, 2nd & 3rd strakes below, five plates to renew and two plates to anneal, fair and refit, in each strake. 4th strake below shelter deck sheer strake, seven plates to anneal, fair and refit. 5th strake below shelter deck sheer strake, four plates to anneal, fair and refit.

Frames and brackets in way to be dealt with but details could not be ascertained.

Shelter Deck: From about the middle of No.1 hatch to the middle of No.2 hatch, port & starboard sides, and between these hatches, plates somewhat distorted and beams slightly down. About fifty per cent require to be renewed and fifty per cent annealed, faired and refitted. Beams and girders approximately the same. From the middle of the No.2 hatch to the middle of the Engine Room casing, port & starboard sides, and centre between hatches, badly buckled and set down. All deck plating within these limits will require to be renewed, and it is estimated that all beams and girders in way will require renewals. No.3 hatch coamings are badly buckled and sagging.

Abreast No.4 hatch, port side, about five plates and beams in way require to be annealed, faired and refitted.

W464-0173

© 2020  
Lloyd's Register  
Foundation

COPY.

( 4 )

The Saloon houses and bridges, Engine room casing and accommodation in way are completely destroyed together with fittings, furnishings and other equipment.

The main mast to the extent of about thirty per cent has been damaged, and four Dutton posts and four electric winches in way of No.3 hatch badly damaged.

One lifeboat was destroyed.

Second Deck: Badly damaged from about the middle of No.1 hatch to the after end of the Engine Room casing, port and starboard sides and between hatches. About seventy per cent of the plates, beams & girders between these limits require renewing & thirty per cent annealing, fairing & refitting.

Five plates abreast No.4 hatch, port side require to be annealed, faired and refitted, together with beams in way.

The Engine Room casing and refrigerated chambers require to be renewed.

Third Deck in way of No.3.

Deck buckled, and requiring about thirty five per cent of the plates, beams and girders to be renewed, and the remainder to be annealed, faired and refitted.

Engine Room casing and tween deck after bulkhead badly damaged and requiring about fifty per cent to be renewed.

Deep Tank lids and coamings distorted and requiring to be annealed, faired and refitted.

Deep Tanks. All bulkheads somewhat buckled but are probably capable of being faired without many renewals.

#### MACHINERY

Main engine bedplate and six columns broken. White metal in all bearings melted. Blower casing cracked. All Fuel pumps considered destroyed.

Auxiliary engine, port side forward, white metal of all bearings melted and damage extensive.

W464-0173

© 2020  
Lloyd's Register  
Foundation

COPY.

( 5 )

Auxiliary engine, port side after, was dismantled, and its crank shaft and armature left in Hongkong for repairs. Parts appear to be damaged chiefly by water. Also the starboard Auxiliary engine and refrigerating machinery and appliances to be damaged chiefly by water.

The electric installation in the engine room, and cables where passing through tween decks are destroyed.

The fuel valve cooling pumps are destroyed and the lubricating and cooling water pumps are damaged by water.

Various pipes and fittings are badly damaged.

It was recommended that the vessel be towed to Hongkong for further, detailed survey, via Manila, and by the morning of the 12th August she was straightened up to within five degrees port list, and sufficient loose water pumped out to enable the ship safely to proceed. Holes which had been cut in the decks were satisfactorily covered, air pipes, etc. where goose necks had been removed, were plugged, and hatch covers fitted as far as possible.

A Donkey boiler and two pumps from "Henry Keswick" were placed on board. One pump was arranged to draw from No.1 port Deep Tank into which it was arranged to drain No.2 hold, and the other pump placed in the engine room to deal with any water from No.1 hold and the two after holds. Some rivets had been removed from the shaft tunnel and No.1 port Deep Tank forward bulkhead for the purpose of draining.

It was further recommended that (1) Holds, bilges, suctions be cleared and deep tank bulkheads be made reasonably tight for the voyage from Manila to Hongkong in the event of being discharged at Manila, or (2) All loose water, be pumped out and further provision be made for draining leaving Manila in the event of cargo not being at Manila.

Surveyor to Lloyd's Register.

W 464-6173

Lloyd's Register  
Foundation