

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

of writing Report 1/10/1942 When handed in at Local Office 1/10/1942 Port of *W. Hartlepool*  
 in Survey held at *West Hartlepool* Date, First Survey 18<sup>th</sup> May, Last Survey 24<sup>th</sup> Sept. 1942  
 Book. (No. of Visits 54)  
 on the Wood, Iron or Steel *Jessie Maersk*  
 TONNAGE:- Built at *Capelle a/d. Ysef* By whom *A. Vuyk & Zonen* When 1921  
 CROSS 1972 Owners *Ministry of War Transport* Owners' Address  
 UNDER DK 1763 Managers *W. J. Gould* Port belonging to *Adm*  
 T 1152

veyed Afloat or in Dry Dock? *Both* Name of Dock *Swan In* Destined Voyage

LD BORD Ba feet; uE&B feet; f feet  
 al capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

st Report, No. *1003* Port *Ante RJK*

Radical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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.

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

*required*

Was a damage report made by anyone else? if so, by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR

*Damage + 2<sup>nd</sup> S.S. No 2*

Damage stated to have been sustained through stranding at Iceland on 15/1/42 due to dragging anchors & collision with SS "El. Isled"

*Now done*:- Vessel placed in dry dock, bottom & rudder cleaned & examined.

found bottom badly indented & set up from forward to aft, & part of Stern frame taken away & missing. Upper part of Stern frame found fractured at outer plates. Stern & Shell plating etc. S.S. in way of after hold badly damaged.

Vessel was towed here from Iceland with the rudder on deck.

The vessel examined throughout, repaired & placed in good condition.

Rudder mainpiece & stock tried for truth & refitted.

E. & B. Seatings specially examined. Masts & rigging examined (See report attached)

SUMMARY OF DAMAGE REPAIRS:	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Sk. Plates.	Other Items:
Renewed	85	14	✓	68	1	7	2	See report
Removed and Fair'd or Repaired	25	17	✓	79	28	3	10	
Fair'd or Repaired in place	36	3	✓	49	6	20	4	

PRESENT CONDITION OF THE

is <i>good</i>	Bulkheads <i>good</i>	Engine Room Skylights <i>good</i>	Copper, or Y.M. (State if on Felt.)
king of Decks <i>"</i>	Ceiling <i>"</i>	Coal Bunkers, Openings, Covers, &c. <i>"</i>	When fitted, Month Year
gings <i>"</i>	Cement or Asphalt <i>"</i>	Oil Bunkers <i>"</i>	Boats <i>good</i>
ms & Fastenings <i>"</i>	Rudder <i>"</i>	Scuppers <i>good</i>	Masts, Yards, &c. <i>"</i>
side Plating <i>"</i>	Steering gear and its connections <i>"</i>	Cargo Hatchways <i>"</i>	Condition, how ascertained (State if wedges removed.)
in way of sidelights <i>"</i>	Windlass <i>"</i>	Hatches <i>"</i>	Equipment letter <i>Y No</i>
mes <i>"</i>	Have pumps been examined and found efficient? <i>✓</i>	Planking <i>"</i>	Anchors, No. of <i>2 B 1 S</i>
erse Frames <i>"</i>	Have Sluice Valves been examined and found efficient? <i>✓</i>	Caulking <i>"</i>	Cables (State if now ranged) <i>yes</i>
itudinals <i>✓</i>	Have Watertight Doors been examined and found efficient? <i>yes</i>	Treenails <i>"</i>	length <i>210</i> mean diam. <i>1 1/16"</i>
nsverses <i>✓</i>	Have Ventilators and their Coamings been examined and found efficient? <i>yes</i>	Breasthooks & Stemson <i>"</i>	Rule length <i>240</i> size <i>1 1/16"</i>
rs <i>good</i>	Air and Sounding Pipes <i>yes</i>	Transoms, Pointers & Crutches <i>"</i>	Chain Locker <i>good</i>
lsons <i>"</i>	Doubling Plates under Sounding Pipes <i>yes</i>	Timbers of Frame at openings <i>"</i>	Hawsers & Warps <i>"</i>
ngers <i>"</i>		" " at other places <i>"</i>	Standing and Running Rigging <i>yes</i>
er Bottom Plating <i>"</i>		Stringers, Clamps & Shelves <i>"</i>	Sails <i>"</i>
re the Tanks been examined internally? <i>yes</i>		Salting (State if examined.) <i>"</i>	
re the Tanks been tested? <i>yes</i>			

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

*This vessel is in good condition & is eligible, in our opinion, to remain as classed with record of Survey 9.42 & to have the notation of 2<sup>nd</sup> S.S. Hpl No 2.42 when the Survey has been completed. Delete notes in SR List regarding poop & 4<sup>th</sup> & stand side amidships.*

vey Fee (per Section 20)	£ 17 10 0	Fees applied for,
cial Damage & Repair Fee (if any) (per Sec. 20)	£ 48 15 0	30/9/1942
travelling Expenses (if chargeable)	£	Received by me,
Second Surveyor's Fee (if any)	£	19

LICENCE CASE

TUE. 12 OCT 1942

Committee's Minute

Character Assigned

*100% Subject Examined 9.42 + Lmb 9.42 Subject*

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W48-0118 (1/7)



Steering gear & chains & connections examined throughout.  
 Anchors & cables ranged & two new anchors & some <sup>new</sup> cable supplied  
 see below (Bower anchor & 30 fms. of cable to supply in italics to be noted)  
 call D.B. & F. & A. Peak Tanks tested as per Rules. Hose testing  
 done as necessary after repairs completed.

### Damage Repairs

#### Shell Plates (counting from forward end)

Keel Plates K1 fared in place, K2 removed fared & refilled,  
 K3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 renewed.

Port Side A1 fared in place A3, 4, 5, 6, 7, 14 removed fared refilled.

A2, 8, 9, 10, 11, 12, 13 renewed. B3, 4, 13 fared in place

B6, 7 removed fared & refilled B5, 8, 9, 10, 11, 12 renewed

C4, 6, 7 fared in place C5, 12 removed fared & refilled

C8, 9, 10, 11 renewed D3, 5, 6, 7, 10, 11 fared in place

D4 removed, fared refilled D8, 9 renewed

Bulge keel 2 lengths bulk plate removed fared refilled, 1 length fared in place  
 \* 3 lengths renewed

Starboard Side A5, 7, 14 removed fared & refilled A1 cropped & part renewed

A2, 3, 4, 6, 8, 9, 10, 11, 12, 13 renewed

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

#### ANCHORS.

Number of Certificate.	Anchors.	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 qrs. lbs.	Tons qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.			
54801	1st Bower	36 0 24		33 5 2	14 35 2			Stockless		At Hull 3/3/42 S.C.P.
54821	2nd "	35 2 14		32 16 3	14 35 2			"		" 9/3/42 "
	3rd "									
	Collective Weight									
	Steam									
	Kedge									

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

#### CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
117995	90	1 3/4	55.2	277.2	141.0	12		1 3/4	Standard		Nelson 8/4/42 J.A.R.
16114	15	"	"	"	23.3	4		"	"		" 22/4/42 "
1015	"	"	"	"	23.3	4		"	"		" 22/4/42 "
1015	20	"	"	"	47.5	17		"	"		At Hull 1/9/42 W.V.N.

B2, 7 fared in place B3, 4, 6, 8, 9, 10, 11, 12, 13 renewed B5 removed fared refilled.

C3, 14 fared in place C13 removed fared refilled C4, 5, 6, 7, 8, 9, 10, 11, 12 renewed

D1, 11 fared in place D2, 3, 4, 5, 6, 7, 8, 9, 10 renewed

E 4, 5, 8 fared in place

Bulge keel renewed.

Note:— A14 p. & S. also cropped & partly renewed thicker to cover  
 stern frame Ew. repair as per app. plan

### Damage Repairs (H) Contd.

#### DB Tank Margin Plates (counting from forward)

##### Starboard Side

N<sup>o</sup> 2, 4, 5, 6, 7, 8, fared in place N<sup>o</sup> 3 removed fared & refilled

N<sup>o</sup> 12 cropped & part renewed N<sup>o</sup> 9, 10, 11, 13 renewed

##### Port Side

N<sup>o</sup> 4, 5, 6, 7, 10, 11 fared in place N<sup>o</sup> 8, 9, 12 renewed

Tank margin shell angle p. & S. were dealt with as found necessary.

#### Centre Girder Plates (counting from forward)

N<sup>o</sup> 3, 4, 5, 7, 10, fared in place N<sup>o</sup> 1, 2, 6, 8, 9, 11, 12 cropped & part renewed

Shell angles were dealt with as found necessary.

#### Bulge Brackets in N<sup>o</sup> 1 & 2 Holds

Starboard Side 23 fared in place 13 removed fared & refilled 4 renewed

Port Side 8 fared in place

ditto in C. & B. Space

Starboard Side 13 fared in place 5 renewed

Port Side 5 fared in place

ditto in N<sup>o</sup> 3 & 4 Holds

Starboard Side 15 fared in place 15 removed fared refilled 11 renewed.

Port Side 29 fared in place 5 removed fared refilled 1 renewed

Shell & margin angles dealt with as found necessary.

#### Floors (counting from forward)

F.P. Tank p. none  
 S. N<sup>o</sup> 6 fared in place } Solid floors.

#### N<sup>o</sup> 1 DB Tank

##### Solid floors

S. N<sup>o</sup> 8, fared in place, 11, 13, 20, 23, 25, 26, 27, 28, 30 removed fared refilled

12, 14, 15, 16, 17, 18, 19, 21, 22, 24, renewed

p. N<sup>o</sup> 25, 32 fared in place also 26, 27, 28, 29 fared in place

11 removed fared refilled, 19, 20, 21, 22, 23, 24 cropped & part renewed

15, 16 renewed

##### Skeleton floor

S. N<sup>o</sup> 31 fared in place, 29 removed fared refilled

##### Intercooler

P. 9 removed fared refilled S. 15 removed fared refilled.

Shell & connecting angles & brackets dealt with as necessary.



© 2020

Lloyd's Register  
Foundation



*Damage Repairs (H) Contd.**"Jessie Maersk"*Floors (Contd.)No 2 D.B. Tank

Solid

S. No 36, 38, 42, 44, 55, 59, 65, 66, <sup>68</sup> fayed in place  
 34, 40, 51 removed fayed refilled 49 cropped removed fayed refilled  
 53, renewed

P. No 34, 36, 47, 49, 51, 61, 64, 66 fayed in place 65 removed fayed refilled  
 38 cropped & part renewed 40 renewed

Skeleton

S. No 35, 37, 43, 45, 47, 52 fayed in place 33, 39, 41, 50, 56 removed fayed refilled  
 P 37, 67 fayed in place 39, 41, <sup>62</sup> removed fayed refilled  
 33 renewed. Shell angles dealt with as necessary.

Intercostals

P. 5 fayed in place 5 removed fayed refilled  
 S 1 " " " 9 " " " 3 renewed.

Shell + connecting angles + brackets dealt with as necessary

No 3 D.B. Tank (under boiler)

Solid

P. No 40, 41, 43, 44, 45 renewed

S. 40, 41, 44, 45 renewed 43 removed fayed refilled

Skeleton

P. No 42 removed fayed refilled } Shell angle dealt with  
 S. 69, 72 removed fayed refilled } as necessary

Intercostals

S. 5 removed fayed refilled 4 renewed

P. 8 " " " 2 "

Shell + connecting angles + brackets dealt with as necessary.

No 4 D.B. Tank (under engine)

This tank has a fore & after girder keelson section running from tank end to tank end.

Solid

P. No 78, 82 fayed in place 76, 77 removed fayed refilled 83 renewed

S. 76 removed fayed refilled 79, 78, 79, 80, 81, 82, 83 renewed

S. Fore keelson section renewed from 76 to 83

Intercostals

P. 5 removed fayed refilled

S. 2 " " " 7 renewed.



© 2020

Lloyd's Register  
Foundation



## Damage Repairs Contd. (H)

Jesse Maerck

Floors (Contd)No 5 D.B. Tank

This tank has a fore & aft girder running from tank end to tank end at Keelson Section making two floors at each space.

Solid

88,  
p. No 84.5, 90, 104 renewed. 86, 92, 94, 96, 98 one renewed & one removed & refilled at each floor space. 100, 102, 106 removed & refilled  
92, 94 fitted with riveted Channel Stiffener

S. 84.5.6, renewed 88, 90, 92, 94, 96, 98, 100, 102, 104, 106 one renewed & one removed & refilled at each space

Skeleton

p. } 87, 89, 91, 93, 95, 97, 99, } Shell & connecting angle & brackets dealt  
S. } 101, 103, 105, 107 } with as necessary

4. 1st. Girder

p. 3 plates fared in place } Shell angle dealt with  
S. 1 " " " " 3 plates renewed } as necessary

Intercostals

p. 1 fared in place 10 removed & fared refilled 3 renewed  
S. 9 " " " 5 "

No 6 D.B. TankSolid

p. No 120, 122 fared in place 100, 114, 116, 127 removed & fared refilled  
108, 124, 125, 126 renewed

S. 108, 120, 122 removed & fared refilled 110, 112, 114, 116, 118, 124.5.6.7, renewed  
Shell angle dealt with as necessary

Skeleton

p. 113 fared in place 109, 111 removed & fared refilled 115, 117, 119, 121, 123  
S. 109, 111, 113, 115, 117, 119, 121, 123 removed & fared refilled.

Shell angle etc dealt with as necessary.

Intercostals

p. 3 removed & fared refilled  
S. 3 " " " 1 renewed.

After Well Space - Solid

p. 178.9, 130, 131 fared in place

S. 128, 130.1 " " " 129 removed & fared refilled

Shell angle dealt with as necessary

C.A.P. Tank - Solid

132.3 fared in place



D.B. Tank Doublers

A number of fractures or cracks were found on margin plates at toes of bilge bracket lap + doublers were fitted as noted below

Nº1 Tank p. 2 S. 1

Nº2 p. 2 S. 1

Nº5 " p. 1

Nº6 p. 2

Also 1 new doubler fitted to Nº4 D.B. Tank top S.S. in E.R.

D.B. Tank Tops

A number of places on <sup>D.B.T.</sup> Nº1 S.S., Nº2 p.s., Nº5 p.s., Nº6 S.S. were faired in place

D.B.T. Nº3 (under boiler) Set up between boiler & engine

1 centre plate cropped removed faired & refitted

2 plates p. + 2 S. faired in place

Angles in way dealt with as necessary

Starboard Side Collision Damage in way of after hold etc.

Shell plates (numbered from forward) E 12, 13 F 10, 12 G 11, 13 H 10, 13

J 9, 10, 14 L 10 faired in place F 11 H 11 L 11, 12, 14 M 6 N 4 removed faired refitted G 12 H 12 J 12, 13, 15 L 13, 15, 16, 17 renewed

Counter Plates 1 faired in place 5 renewed

Shell Frames (counting from forward) 96.7.8 faired in place

100 to 114 removed faired refitted 115.6 cropped faired & refitted

Decks S.S. 1 stringer plate removed faired refitted & 2 renewed.

(over aft hold)

A strike 2 plates " " "

B " 1 " " " "

C " 1 " " " " & small E.W. doubling fitted.

2 deck doublers + 2 hatch foundation angles removed faired refitted

12 half beams removed faired refitted & 1 renewed

6 full " cropped removed faired refitted & 4 cropped & part renewed.

18 beam knees removed faired refitted

Decks p.s. (opposite above extending between Nº3 & 4 Hatch)

1 stringer plate faired in place

A strike 1 plate removed faired refitted

B " 1 " " " "

C " 1 " " " "

2 deck doublers + 2 hatch foundation angles removed faired refitted

Centre strike plate cropped & part renewed

Bridge Deck etc S.S. aft

Bridge deck stringer plate cropped & part renewed & 1 plate adjacent faired in place.

3 bridge deck beams cropped & part renewed

8 Side stringer intercostal plates in way of shell renewed



Damage Repairs (H) Contd."Jessie Maarak"Sternframe

Lower part of rudder post from below top gudgeon to solepiece renewed & connected to existing frame by electric welding & top weld covered by E.W. Straps & lower weld covered by heavy cheek plates as per approved plan. Forging report & approved plan attached.

The existing rudder post at outer plates repaired by electric welding & re-inforced by E.W. Side Straps & the outer plates have been part renewed of thicker material. *Sketch of repair in attached plan.*

Rudder & stock refitted & tried for truth after above repair completed.

Poop S.S.Deck

1 stringer plate cropped & part renewed

1 " " fared in place

1 adjacent plate " " "

Poop front coaming plate fared in place

" " wing plate cropped & part renewed

Bulkhead above transome cropped & partly " . Shell frame at transome renewed.

10 Shell frames in poop space renewed & beam knees removed fared refitted. 4 brackets to A.P. Tank top removed fared refitted & 3 renewed.

4 Stern Cant Shell frames renewed & 2 brackets renewed & 1 removed fared refitted

3 poop deck beams cropped & part renewed & 3 fared in place

In E.R.

Shaft tunnel recess plating partly renewed & W.T. door removed & refitted

Steering Gear

all chains renewed (tested) & fairleads placed in order

Hand gear steering wheel renewed.

Note Beeking wood replaced under hatches in holds.

Cement in D.B. & A.P. Tanks replaced as necessary.



© 2020

Lloyd's Register  
Foundation



Hull Rpt. Contd.

Jessie Maerck

S. R. List

Old damage S.S. in way of bunkers

Shell plates H 8 L 9 faired in place J 8 removed faired refitted

Deck stringer plate faired in place

1 Shell frame cropped removed faired refitted

1 " " faired in place

Poop p.s.

Counter plate cropped &amp; part renewed &amp; poop deck plate in way cropped &amp; part renewed

Steel p.s. forward of above made efficient by E. welding.

Poop S.S. permanently repaired See under damage repairs.

2<sup>nd</sup> S.S. No 2

Cow Done :- Bottom &amp; rudder cleaned, examined &amp; coated. Rudder lifted.

All holds, peaks, bunkers (except in bridge space), machinery spaces examined.

All D.B. Tanks &amp; F. &amp; A. peaks examined internally &amp; tested as per Rules.

Beeling in holds all removed &amp; in bunker as per Rules.

W.T. Doors, air &amp; sounding pipes, decks (except in bridge space), masts &amp; rigging, windlass, steering gear &amp; chains &amp; connections, hatches, hatchways, casings, ventilators &amp; coaming, anchors &amp; general equipment examined.

Freeboard verified. Renewal freeboard survey held.

Balls ranged &amp; chain locker examined

Plating in way of sidelights examined (lining work removed)

W. Repairs :- Rudder streamline plates (partly missing) removed

2 Bunker stays to casing side p.s. renewed.

In way of bridge end S.S. one E.W. doubling fitted to deck store thin.

C.Pole :- the main decks are good except in way of bridge front &amp; end &amp; have been drilled &amp; made efficient for 12 months.

The bridge space has been partly examined &amp; is efficient for 12 months but should be scaled examined &amp; coated.

All hatches, beams etc. &amp; upper parts of holds are efficient for 12 months but should be scaled examined &amp; coated

To Complete the S.S. the following requires to be done :- main decks fwd.

&amp; aft of bridge front &amp; end to be examined &amp; repaired. hand pump (if any)

Bridge Space, all hatches (including bunker hatches) beams etc., after

parts of holds to be scaled examined &amp; coated

Mast wedges to be removed for examination of masts.