

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 17 April 1928, When handed in at Local Office 10 Port of HAMBURG

No. in Reg. Book 2 Survey held at Kiel/Holtenau Date, First Survey 3 March Last Survey 2 April 1928  
(No. of Visits 12)  
on the Wood, Iron or Steel Twix Sc. "Hilda Knudsen" Newbuilding No 32. YEAR. MONTH.

TONNAGE: Contemplated. Built at NAKSKOV By whom NAKSKOV SKIBSVÆRFT When Now  
GROSS Owners Knudsen, Haugesund. Owners' Address 7.  
(if not already recorded in Appendix to Register Book).  
UNDER DK. 7. Managers Do Port belonging to Haugesund.  
NET

Surveyed Afloat or in Dry Dock? Yes Name of Dock Germaniawerft Destined Voyage Nakskov.

WB=CellDBorDBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. \_\_\_\_\_ Port \_\_\_\_\_

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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. M. S. Marshall  
Copenhagen Surveyors.

In 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 Not required.

Certificate attached. Was a damage report made by anyone else? If so, by whom? Underwriters.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs sustained during Launching:  
The vessel placed in dry-dock, the bottom examined and found set up in B.C strakes on both sides from fore end of Machinery space to the forward Cofferdam. On starb. side the plates B 4-5-6-7-8-9-10-11 removed and renewed, and B 12 C 4-5-6-7-8-9-10-11 removed, faired & replaced. On port side the plates B 5 B 6-7-8-9-10-11 removed and renewed, and B 4-12 and C 4-5-6-7-8-9-10-11 removed, faired & replaced. The forward keel plate removed, faired & replaced. All bulkheads & boundary angles faired in place and transverse repaired in way of damaged plates. All tanks in way of repairs filled & tested to the Rule requirements and were found perfectly tight. The above repairs have been completed to the Builders, Owners & our satisfaction, and no signs of deformations are left.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames. Transv.	Frames. Longitud.	Stems. Transv.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..	15	8	48	2	7	7	7	7
Removed and Faired or Repaired ... ..	20	8	48	2	7	7	7	8 Bulkheads.
Faired or Repaired in place ... ..	7	8	8	8				

PRESENT CONDITION OF THE		State if Tanks have been examined inside		Dblig. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks	good	yes	yes			(State if on Feet)	When put on, Month Year
Caulking of Decks	good	yes	yes	Engine Room Skylights		Boats	
Coamings	good	yes	yes	Coal Bunkers, Open'gs, Lids, &c.		Masts, Yards, &c.	
Beams & Fastenings	good	yes	yes	Scuppers		Condition, how ascertained	(State if wedges removed)
Outside Plating	good	yes	yes	Cargo Hatchways		Sails	
Breasthooks	good	yes	yes	Hatches		Equipment letter	
Transoms	good	yes	yes	of Wood Vessels		Anchors, No. of	
Frames	good	yes	yes	Caulking		Cables (State if now ranged)	
Reverse Frames	good	yes	yes	Windlass		length size	(on board)
Longitudinals	good	yes	yes	Have Pumps now been examined and found efficient?		Rule length size	
Transverses	good	yes	yes	Have Sluice Valves now been examined and found efficient?		Hawser & Warps	
Floors	good	yes	yes	Have Watertight Doors now been examined and found efficient?		Standing and Running Rigging	
Keelsons	good	yes	yes	Have Ventilators and their Coamings been examined and found efficient?			
Stringers	good	yes	yes				
Inner Bottom Plating	good	yes	yes				

### 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pIND24, &c."

This vessel appears to be in a sound and efficient condition, eligible in my opinion to be classed +100A1 after completion at Nakskov where she is towed to from here.

Survey Fee (per Section 29) .....	£			Fees applied for, <u>2 April 1928.</u>
Special Damage or Repair Fee (if any) (per Sec. 29) .....	£	35	0	Received by <u>me</u> , <u>London</u> , <u>16.4.1928.</u>
Travelling Expenses (if chargeable) .....	£	5	0	
Second Surveyor's Fee (if any) .....	£			

Committee's Minute WES. 14 AUG 1928  
Character Assigned See J.P. rpt No (Cm) 7787  
Surveyor to Lloyd's Register of Shipping. Mies.