

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8<sup>th</sup> December 1924. When handed in at Local Office 19... Port of Copenhagen

No. in Survey held at Aalborg Date, First Survey 10<sup>th</sup> November Last Survey 22<sup>nd</sup> November 1924

88679 on the Wood, Iron or Steel Sc. Motor Vessel "EPOCA" (No. of Visits 7) Muster

TONNAGE: Built at Harlshamn. By whom A/B. Harlshamns Skipsvarv. When 1924

GROSS 1025 Owners Aktieselskabet Gjorissen & Co. Port belonging to Christiania

UNDER DEK 845 Owners' Address Managers

NET 582 (if not already recorded in Appendix to Register Book) Destined Voyage Himmestad.

Surveyed Afloat or in Dry Dock? In dry dock Name of Dock Aalborg Skipsvarft.

WB = Cell D Bor DBa feet; uE&B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplement).

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 seriatim 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.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Survey for completion of First Entry.

The vessel was placed in dry dock. Bottom and sides were cleaned, examined and found good. The bottom and boottopping painted two coats of patent composition. - A started rivet in the shell plating in way of the after end of the port engine room bilge has been renewed, - and a few weeping spots in way of seams of plates below the boss of sternframe, have been caulked and made tight. - The stem, keel, sternframe and rudder examined and found good. - Suitable rudder stops have been fitted on the poop deck and securely fastened to the deck in way of the quadrant tiller. - Suitable skids of channel bars have been fitted in way the steering chains. - A sheet iron casing has been fitted over the hand steering gear aft. -

SUMMARY OF DAMAGE REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		State if Tanks have been examined inside		Dbing. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels.	
Decks	good	no	no	not exam.	good.	When put on, Month	Year
Caulking of Decks	no	no	no	good.	Boats	good.	
Waterways	no	good.	no	no	Masts, Yards, &c.	no	
Coamings	no	no	no	good.	Condition, how ascertained	from deck.	
Beams & Fastenings	no	not examined	no	no	(State if wedges removed)	no	
Outside Plating	no	(State which.)	no	no	Sails	no	
Caulking of ditto	no	Rudder	no	no	Equipment letter	no	
Rivets	no	Steering gear and its connections	no	no	Anchors, No. of	3 B & 15.	
Breasthooks & Crutches	no	Windlass	no	no	Cables (State if now ranged)	no	
Transoms	no	Have Pumps now been examined and found efficient?	no	no	length	size	
Frames	no	not examined	no	no	(on board)	size	
Reverse Frames	no	Have Sluice Valves now been examined and found efficient?	no	no	Rule length	size	
Floors	not examined.	Have Watertight Doors now been examined and found efficient?	no	no	Hawser & Warps	good	
Keelsons	no	Have Ventilators and their Coamings been examined and found efficient?	yes	no	Standing & Running Rigging	no	
Stringers	good						
Inner Bottom Plating	not examined						

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

Recommend the vessel to be classed 100A1 - with fresh date of Survey 11.24.

Survey Fee (per Section 29)	£ 185.00	Fees applied for	8.12.1924
Special Damage or Repair Fee (if any)	£	Received by me	1.25
Travelling Expenses (if chargeable)	£ 268.50		
Second Surveyor's Fee (if any)	£		

Committee's Minute TUES. 20 JAN 1925 Character Assigned 100A1



Bridge on the... require the... requirements forwarded... forward part... le wooden... If so, the Report sent home, or when will it be sent?

Is Certificate required? If so, to be sent to

