

REPORT of SURVEY for REPAIRS, &c.

Writing Report 26/7 1924 When handed in at Local Office 1/8 24 Port of Christiania
Survey held at Porsgrund & Nystrand Date, First Survey 8/7 Last Survey 24/7 1924
(No. of Visits 2)

on the Wood, Iron or Steel M/S "H. C. Hansen" now "MARIENBORG" Master
Tonnage: Built at Tacoma Wash By whom Seaborn S B. Co. When 1917 5

1660 Owners Premierløjtnant Falkentoft Port belonging to København
DK. 1439 Owners' Address Copenhagen Managers
1331 (if not already recorded in Appendix to Register Book)

Keel Afloat or in Dry Dock? Fl. dock Name of Dock Porsgrund mek. Ver. Destined Voyage Tyne
Capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Cell DBor DBa feet; uE&B feet; f feet; }
Capacity tons. FPT tons; APT tons; MT feet tons. }
V.B. All alterations in the existing records should be underlined.

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of V.B., if any).
+12 A1 11, 20	LMC 6, 20 HE(S) 6, 20 NTS 11, 20
talked M. G. B. Hansen's Remarks	OIL ENGINES

Report, No. 32259 Port Hnl
Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent repairs. Repairs of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the removal of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has declined 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 H. T.

Vessel placed in floating dock, bottom cleaned and examined together with stem, keel, stern rudder and fastenings, shaft brackets etc. Keel hog 15".
Holds cleared and examined.

Examined decks, hatchways, bulwarks and ventilators.
Chain cables ranged and examined together with anchors, 3 B, 1 S and 1 R Chain locker cleaned and examined.

Examined sails and masts and rigging at deck, aloft same has been examined by a rigger whose report is enclosed herewith.

Examined windlass, steering gear, pumps and general equipment. Through bolts and tree-nails examined as per Rules and found in order. Examined salting of vessel, Freeboard verified.

STATE 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	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt) When put on, Month Year
Condition of Decks <i>Good</i>	State if Tanks now tested <i>Good</i>	Engine Room Skylights <i>Good</i>	Boats <i>In order</i>
Condition of Bulkheads <i>Good</i>	Bulkheads <i>Good</i>	Coal Bunkers, Open'gs, Lids, &c. <i>Good</i>	Masts, Yards, &c. <i>Good</i>
Condition of Ceiling <i>Good</i>	Cement or Asphalt (State which) <i>Good</i>	Cargo Hatchways <i>Good</i>	Condition, how ascertained <i>Exam aloft</i>
Condition of Fastenings <i>Good</i>	Rudder <i>Good</i>	Hatches <i>Good</i>	(State if redges removed)
Condition of Plating <i>Good</i>	Steering gear and its connections <i>Good</i>	Planking of Wood Vessels <i>Good</i>	Sails <i>Good</i>
Condition of Crutches <i>Good</i>	Windlass <i>Good</i>	Caulking <i>Good</i>	Equipment letter <i>Good</i>
Condition of Frames <i>Good</i>	Have Pumps now been examined and found efficient? <i>Yes</i>	Treenails <i>Good</i>	Anchors, No. of <i>3815? IK</i>
Condition of Bottom Plating <i>Good</i>	Have Sluice Valves now been examined and found efficient? <i>Yes</i>	Breasthooks & Stemson <i>Good</i>	Cables (State if now ranged) <i>Yes</i>
	Have Watertight Doors now been examined and found efficient? <i>Yes</i>	Transoms, Pointers, & Crutches ditto <i>Good</i>	" length <i>240 fathoms</i> size <i>1 1/2"</i>
	Have Ventilators and their Coamings been examined and found efficient? <i>Yes</i>	Ditto ditto at other places ditto <i>Good</i>	" Rule length <i>240 fathoms</i> size <i>1 1/2"</i>
		Stringers, Clamps & Shells <i>Good</i>	Hawser & Warps <i>Good</i>
		Salting (State if examined) <i>Yes, good</i>	Standing & Running Rigging <i>Good</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 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 ptnd 15, &c."

This vessel is in good and efficient condition, in my opinion eligible to be maintained in her present class in the Society's Register Book with fresh record of survey 7, 24 and notation of S. S. 24,

Fee (per Section 29) <i>Kr. 390.-</i>	Fees applied for, 26/7 1924
Damage or Repair Fee (if any) <i>E</i>	Received by me, 19
Working Expenses (if chargeable) <i>E 137.-</i>	
Surveyor's Fee (if any) <i>E 20.-</i>	

Committee's Minute *FRI 15 AUG 1924*
Character Assigned *12 A1 Subject*
S. S. 24
Lml. 7.24 *D.B.S. 7.24*
Surveyor to Lloyd's Register of Shipping. *Ruede*
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Repairs now done:-

Steering gear and windlass overhauled.

Salting renewed.

In way of no.1 hatch steel plate stiffening fitted to wood stanchion.

Outside seams partly recaulked.

Ship's sides and bottom painted.

The survey was partly held by Mr. S. Oksen, rigger, of Forsgrund

With reference to the fore yard which has been recommended to be renewed as per Special Reasons list, the owner stated that they are intending to sail without this yard altogether.

The owner desires new feeboard certificates bearing the vessel's new name and a verification form is enclosed herewith.

With reference to the old certificates he stated that they had been lost, the old owner had stated that they had been missing for a very long time, since before the vessel had been laid up.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			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.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Colling's Weight.															
	Stream ...															
	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.			
	Iron Stream Chain or Steel Wire... }										

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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neither th
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B. 1-10, 4, 21.