Rpt. 8.

(Received at London Office THU.-2.DEC. 1915 No. 4824.

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24th Novbr. 15. 19 ... When handed in at Local Office ... 19 ... Port of Copenhagen

No. in Reg. Book. 188. Survey held at ~~Copenhagen~~ Elsinore Date, First Survey 3rd Novbr. Last Survey 6th Novbr. 19 15.
(No. of Visits 3.)

on the ~~Wood, Iron or~~ Steel S.S. "Hans Jensen" Master H. Kofoed.

TONNAGE:— Built at Hoboken By whom Antwerp Eng. Co. Ld. When YEAR 1914 MONTH 10

GROSS 1825 Owners Dansk Dampskibs. Rossia (Chr. Jensen, Petrograd) Port belonging to Copenhagen.

UNDER DK. 1647

NET 926 Owners' Address (if not already recorded in Appendix to Register Book).

RETAIN

Surveyed Afloat or in Dry Dock? In dry dock Name of Dock Helsingörs Jernsk. & Skibsby. Destined Voyage U.K.

~~WB~~=Cell ~~DBor~~ DBa ... feet; u ~~E&B~~ 108 feet; f 118 feet;
total capacity 605 tons. FPT 45 tons; APT 70 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. 67950 Port Nwr

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. ✓

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Survey.	Years Assigned how applied.	Machinery and Boiler Surveys (including date of N.B., if any).
✠A1 101 A1 – 9.15.		✠A LMC – 10.14.
		Tail shaft seen 9.15.

Society's Freeboard (if assigned) as painted on Ship and now verified { S 1 ft. 2 ins.

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 why they were declined? Services offered, not required Was a damage report made by anyone else? If so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.

When and where the damage had been sustained could not be ascertained.

On examination found:— 3 shellplates on starboard side indented and 2 frames bent.

The beam knee rivets in the after peak tank started.

Now done:— 2 indented shellplates (F No. 7 & 8) cut out, faired and replaced and 1 do. (E No. 3) faired in place, 2 bent frames faired in place.

Started beam knee rivets in after peak tank renewed.

(P.O.)

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired	2							
Faired or Repaired in place	1	2.						

PRESENT CONDITION OF THE

Decks	good.	Stringers	good.
Caulking of Decks	"	Inner Bottom Plating	Not exam.
Waterways	"	State if Tanks have been examined inside	No.
Coamings	"	State if Tanks now tested	No.
Beams & Fastenings	"	Bulkheads	good.
Outside Plating	"	Ceiling	"
Caulking of ditto	"	Cement ~~or Asphalt~~ (State which.)	Not exam.
Rivets	"	Rudder	good.
Breasthooks & Crutches	Not exam.	Steering gear and its connections	Not exam.
Transoms	" "	Windlass	" "
Frames	good.	Have Pumps now been examined and found efficient?	" "
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	" "
Floors	Not exam.	Have Watertight Doors now been examined and found efficient?	" "
Keelsons	" "		

Dblng. Plates under Sounding Pipes	Not exam.	Copper, or Y.M. of Wood Vessels	✓
Engine Room Skylights	good.	(State if on Felt.) When put on, Month ✓ Year	✓
Coal Bunkers, Open'gs, Lids, &c.	"	Boats	good.
Scuppers	"	Masts, Yards, &c.	"
Cargo Hatchways	"	Condition, how ascertained	from deck.
Hatches	"	(State if wedges removed)	No
Planking of Wood Vessels	✓	Sails	
Caulking ditto	✓	Equipment letter	R.
Treenails ditto	✓	Anchors, No. of	3 15. 15 N.
Breasthooks & Stemson ditto	✓	Cables (State if now ranged)	No
Transoms, Pointers, & Crutches ditto	✓	„ length (on board) ✓ size	✓
Timbers of Frame at openings ditto	✓	„ Rule length ✓ size	✓
Ditto ditto at other places ditto	✓	Hawser & Warps	good.
Stringers, Clamps & Shelfs ditto	✓	Standing & Running Rigging	"
Salting (State if examined.) ditto	✓		

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 pt ND15, &c."

Recommend the vessel to remain as now classed and to have record of survey 11.15.

Survey Fee (per Section 28) £ : :

Special Damage or Repair Fee (if any) (per Sec. 29) £1. 60 : 00 :

Travelling Expenses (if chargeable) £1. 20 : 00 :

Second Surveyor's Fee (if any) £ : :

Fees applied for, 27. 11. 19 15.

Received by me, ... 19 ...

H. C. Poulsen.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE.-7.DEC. 1915

Character Assigned 100 A1 LMC

10m.1,15.—(The Surveyors are requested not to ...

Is Certificate required? If so, to be sent to ...

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Rpt. 9.

Report of

Date of writing Report 2

No. in Reg. Book. Survey held

188. on the Ma

Tonnage { Gross 1825. Net 1126.

Registered Horse Power { 189. 25B

No. of Main Boilers ✓

No. of Donkey Boilers

Steam Pressure— in Main Boilers 180 lb

in Donkey Boilers ✓

Last Report No.

Particulars of

Periodical Surveys, when h
Cause of Repairs, if any, a
Account of Damage (the co
besides being detailed in t
Dates and initials of any

damage cases where t

declined? ✓

the Surveyor personally

Do. "

this was not done, state fo

what parts of the Boile

what special means, in
urveyor to assure himsel

the Surveyor examine th

the Surveyor examine

the Surveyor examine a

the Surveyor examine t

the Surveyor examine a

screw shaft now been

shaft now been chan

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the distance between

Survey is not comple

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any alterati
140 lb., F.D.

assed

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amage or Rep
(per Section
g Expenses (if

nittee's

ned

The vessel placed in dry dock, bottom and sides scraped, examined and found good and painted two coats.
Stem, sternframe and rudder good. R.E.P.

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

ANCHORS.

Number of Certificate.	Anchors.*	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	Cwts.	qrs.	lbs.	Weight required by Table 30 or 31. Cwts.	qrs.	lbs.	Description of Anchor. If Patent state name of Patentee.	Makers.	Where and when tested and Superintendent.
	1st Bower																
	2nd "																
	3rd "																
	Collective 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. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Table 30 or 31. Cwts. qrs. lbs.	Length and size per Table 30 or 31. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	When and where tested and Superintendent.
Iron Stream Chain or Steel Wire....											

N.B.—If this Report is copied by Copying Press, especial 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.

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