

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19th Sept. 35 When handed in at Local Office 19 Port of Copenhagen
No. in Survey held at Aalborg Date, First Survey 6th Sept. 1935 Last Survey 6th Sept. 1935
Reg. Book. on the Wood, Iron or Steel Sc. Sr. "Ragna Gorthon" (No. of Visits 2) (only for damage)
Built at Aalborg By whom Skibsbjggeri A/S When 1935 YEAR. MONTH. 9
TONNAGE:- Gross 1848.06 Owners' John Gorthon Owners' Address Aalborg Maskin-
fabrik
Under Dk. 1551.82 Managers ✓ Port belonging to Helsingborg
NET ✓

Surveyed Afloat or in Dry Dock? dry dock Name of Dock Skibsbjggeri A/S Destined Voyage ✓
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.)
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 yes, not required
Was a damage report made by anyone else? If so, by whom? Underwriters

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and Seaworthiness Report.

Now done: The vessel plaid in dry dock, the bottom and shell cleaned, examined and found on S.S. Sheelplates F8 and F9 badly cut in. This damage stated to have been sustained through touching the quay wall whilst afloat on the yard at Aalborg. Both plates renewed, now in good condition.

Vessel examined at the request of the Swedish Legation Copenhagen acting on behalf of the Swedish Board of Trade.
The requirements for this survey are detailed on an

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	<u>2</u>							<u>ft. o.</u>
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	State if Tanks now tested	Dblg. Plates under Sounding Pipes	(State if on Felt). When put on, Month Year
Caulking of Decks	Bulkheads	Engine Room Skylights	Boats
Coamings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Beams & Fastenings	Cement or Asphalt (State which.)	Oil Bunkers	Condition, how ascertained
Outside Plating	Rudder	Scuppers	(State if wedges removed)
" " in way of sidelights	Steering gear and its connections	Cargo Hatchways	Sails
Breasthooks	Windlass	Hatches	Equipment letter
Transoms	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Anchors, No. of
Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Chain Locker
Reverse Frames	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Cables (State if now ranged)
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stenson ditto	" length mean diamr. (on board) size
Transverses		Transoms Pointers, & Crutches ditto	Hawser & Warps
Floors		Timbers of Frame at openings ditto	Standing and Running Rigging
Keelsons		Ditto Ditto at other places ditto	
Stringers		Stringers, Clamps & Shells ditto	
Inner Bottom Plating		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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pld24, &c."

This vessel is in an efficient condition and in my opinion worthy to have the contemplated class + 100 A1 with freeboard, strengthened for navigation in ice. Date of build 9.35

Survey Fee (per Sec. 20) £ 300 Fees applied for, 19.9. 1935
Special Damage or Repair Fee (if any) £ 50
Travelling Expenses (if chargeable) £ 40
Second Surveyor's Fee (if any) late & early fee 30
Committee's Minute FRI. 4 OCT 1935
Character Assigned see Gen. 98 9720
Received by me, W. H. J. J. J.
Surveyor to Lloyd's Register of Shipping.

44.
FRI. 25 OCT 1935
WED. 29 JAN 1936
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Lloyd's Register Foundation

H. J. J. J.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

ANCHORS.

Number of Certificate.	Anchor.*	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.	lbs.			
	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.

[illegible]