

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8th December 1924. When handed in at Local Office 19...

Port of Copenhagen

No. in Survey held at Aalborg

Date, First Survey 10th November Last Survey 22nd November 1924

Reg. Book Supplement

88679 on the Wood, Iron or Steel Sc. Motor Vessel "EPOCA"

(No. of Visits 4) Muster

TONNAGE: Built at Harlshamn

By whom A/B. Harlshamns Skeppsværk. When 1924

GROSS 1025

UNDER DEK 845

NET 582

Owners Aktieselskabet Gjerrissen & Co.

Owners' Address

(if not already recorded in Appendix to Register Book).

Port belonging to Christiania

Managers

Norway

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

Destined Voyage Himmestad.

WB = Cell D Bor DBa feet; uE & B feet; f feet; total capacity tons. FPT tons; APT tons; MT feet tons.

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 serialim 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 required to state whether he offered his services for this purpose and to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified

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:-

Renewed
Removed and Faird or Repaired
Faird or Repaired in place

Plates. Frames. R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:-

PRESENT CONDITION OF THE

Decks good
Caulking of Decks -
Waterways -
Coamings -
Beams & Fastenings -
Outside Plating -
Caulking of ditto -
Rivets -
Breasthooks & Crutches -
Transoms -
Frames -
Reverse Frames -
Floors not examined.
Keelsons -
Stringers good
Inner Bottom Plating not examined

State if Tanks have been examined inside no
State if Tanks now tested no
Bulkheads good
Ceiling -
Cement or Asphalt not examined
(State which.)
Rudder good
Steering gear and its connections -
Windlass -
Have Pumps now been examined and found efficient? not examined
Have Sluice Valves now been examined and found efficient? -
Have Watertight Doors now been examined and found efficient? -
Have Ventilators and their Coamings been examined and found efficient? yes

Dbing. Plates under Sounding Pipes not exam.
Engine Room Skylights good.
Coal Bunkers, Open'gs, Lids, &c. none
Scuppers good
Cargo Hatchways -
Hatches -
Planking of Wood Vessels -
Caulking ditto -
Treennails ditto -
Breasthooks & Stemson ditto -
Transoms, Pointers, & Crutches ditto -
Timbers of Frame at openings ditto -
Ditto ditto at other places ditto -
Stringers, Clamps & Shells ditto -
Salting ditto -
(State if examined.)

Copper, or Y.M. of Wood Vessels.
(State if on Pett.)
When put on, Month Year
Boats good
Masts, Yards, &c. -
Condition, how ascertained from deck.
(State if wedges removed) no
Sails none
Equipment letter
Anchors, No. of 3 B & 1 S.
Cables (State if now ranged) no
length size
(on board)
Rule length size
Hawser & Warps good
Standing & Running Rigging -

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 pND15, &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.

Travelling Expenses (if chargeable) 268.50

Second Surveyor's Fee (if any)

Committee's Minute

TUES. 20 JAN 1925

Character Assigned

100A1

Surveyor to Lloyd's Register of Shipping.

FRI. 13 FEB 1925

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Lloyd's Register Foundation

A.C.F.

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