

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9th October 1939 When handed in at Local Office 19 Port of Copenhagen

No. in Reg. Book 24019 Survey held at Elsinore Date, First Survey 5th October Last Survey 7th October 1939  
(No. of Visits two)

on the Wood, Iron or Steel screw steamer "ENGLAND"

TONNAGE:— Built at Sunderland By whom Swan, Hunter & Wigham Richardson Ltd When 1930 MONTH 1  
GROSS 2319 Owners A/S Dampskibsselskabet D.F.K. Owners' Address (if not already recorded in Appendix to Register Book)  
UNDER DK. 1739 Managers De Forenede Tullimportorer A/S Port belonging to Copenhagen  
NET 1372

Surveyed Afloat or in Dry Dock Name of Dock Helsingørsk Jernsk & Møk Destined Voyage ✓  
Cell D/B or D/Ba feet; u E & B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)  
total capacity tons. FPT tons; APT tons; MT feet tons. }

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 10814 Port Cph

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 Society's Freeboard (if assigned) as painted on Ship and now verified ✓

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.

Damage stated due to striking the quay at Gent 8/8 39.

Now done.

Vessel placed in dry dock, bottom & rudder cleaned, examined and recoated and the following repairs effected.

Bilgekeel (ps). 1st to 4th length of bulbplate removed faired and replaced.

Shullangle in way of 1st & 2nd length faired in place, in way of 3rd & 4th length removed.

D.B.T's in way tested after repairs and found satisfactory.

After well (ps). One bulwarkplate faired in place, stanchion in way and frising port shutter removed, faired and replaced. Railbar faired in place.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								anglebar for Bilgekeel
Removed and Faired or Repaired								bulbar for —
Faired or Repaired in place								anglebar for —

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks <u>good</u>	Bulkheads <u>part examined good</u>	Engine Room Skylights <u>good</u>	Copper, or Y.M. <u>✓</u>	Caulking of Decks <u>✓</u>	Ceiling <u>✓</u>	Coat Bunkers, Openings, Covers, &c. <u>✓</u>	(State if on Felt.)
Coamings <u>✓</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>✓</u>	When fitted, Month <u>✓</u> Year <u>✓</u>	Beams & Fastenings <u>part ex<sup>d</sup></u>	Rudder <u>good</u>	Scuppers <u>good</u>	Boats <u>good</u>
Outside Plating <u>✓</u>	Steering gear and its connections <u>✓</u>	Cargo Hatchways <u>✓</u>	Hatches <u>✓</u>	" in way of sidelights <u>✓</u>	Windlass <u>✓</u>	Stringers <u>✓</u>	Masts, Yards, &c. <u>✓</u>
Frames <u>part examined good</u>	Have pumps been examined and found efficient? <u>no</u>	Hatches <u>✓</u>	Planking <u>✓</u>	Frames <u>part examined good</u>	Have pumps been examined and found efficient? <u>no</u>	Inner Bottom Plating <u>✓</u>	Condition, how ascertained <u>from dice</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>none</u>	Have Watertight Doors been examined and found efficient? <u>no</u>	Caulking <u>✓</u>	Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>no</u>	Have the Tanks been examined internally? <u>no</u>	(State if wedges removed) <u>none</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Have the Tanks been tested? <u>No 3, 4 &amp; 5 D.B.T's (ps)</u>	Treenails <u>✓</u>	Keelsons <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Have the Tanks been tested? <u>No 3, 4 &amp; 5 D.B.T's (ps)</u>	Equipment letter <u>S</u>
Floors <u>✓</u>	Air and Sounding Pipes <u>✓</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Breasthooks & Stenson <u>✓</u>	Stringers <u>✓</u>	Air and Sounding Pipes <u>✓</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Anchors, No. of <u>3B-15</u>
Keelsons <u>✓</u>			Transoms, Pointers & Crutches <u>✓</u>	Inner Bottom Plating <u>✓</u>			Cables (State if now ranged) <u>no</u>
Stringers <u>✓</u>			Timbers of Frame at openings <u>✓</u>	Have the Tanks been examined internally? <u>no</u>			" length <u>stated to</u>
Inner Bottom Plating <u>✓</u>			Stringers, Clamps & Shelves <u>✓</u>	Have the Tanks been tested? <u>No 3, 4 &amp; 5 D.B.T's (ps)</u>			(on board) <u>mean diam. to</u>
Have the Tanks been examined internally? <u>no</u>			Salting (State if examined.) <u>✓</u>	Have the Tanks been tested? <u>No 3, 4 &amp; 5 D.B.T's (ps)</u>			" Rule length <u>sufficient</u>
Have the Tanks been tested? <u>No 3, 4 &amp; 5 D.B.T's (ps)</u>				Have the Tanks been tested? <u>No 3, 4 &amp; 5 D.B.T's (ps)</u>			Chain Locker <u>✓</u>
				Have the Tanks been tested? <u>No 3, 4 &amp; 5 D.B.T's (ps)</u>			Hawsers & Warps <u>sufficient</u>
				Have the Tanks been tested? <u>No 3, 4 &amp; 5 D.B.T's (ps)</u>			Standing and Running Rigging <u>sufficient</u>
				Have the Tanks been tested? <u>No 3, 4 &amp; 5 D.B.T's (ps)</u>			Sails <u>✓</u>

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible in our opinion to remain as classed and to have record of survey

10, 39

Survey Fee (per Section 29) £	Special Damage or Repair Fee (if any) <u>Kr. 85.00</u>	Fees applied for, <u>14.10.39</u>
Travelling Expenses (if chargeable) <u>Kr. 24.00</u>	Second Surveyor's Fee (if any) £	Received by me, <u>19</u>

V. J. Andersen  
Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

