

Rpt. 8.

(Received at London Office

23 DEC 1946

No. 296593

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 17 Dec 1946 When handed in at Local Office 19 Port of Rotterdam

No. in Survey held at Schiedam Date, First Survey 3 June 1946 Last Survey 19 November 1946
Reg. Book. 2711 on the Wood, Iron or Steel S.S. DUIVENDYK (EX CURACAO) (No. of Visits 2.5)

TONNAGE: - Built at Hamburg By whom Deutsche Werft When 1930 -
GROSS 8338 Owners Nederl. Amerik. Stoomvaart M^t. Owners' Address Rotterdam
UNDER DK. 6883 Managers Holland - Amerika L^{yn} Port belonging to Rotterdam
NET 4958

Surveyed Afloat or in Dry Dock? Both Name of Dock Willem Tyneoord Destined Voyage SAN FRANCISCO

Cell DBor DBa feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially 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

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey in connection of the Classification

The vessel has been placed in dry dock bottom cleaned examined and on SB side

G4-5, H4, J4 removed faired and replaced, on Portside G4, H4 removed faired and replaced On SB and PS one plate in bulkhead between N1, 2 held partly renewed and 3 frames faired in place

The following indented plates on SB side L4, M4, H6, J6, K4-8 & L7, H8, J8 and E6 on Portside: J13, 14, and K13-14-15 have not been dealt with time and may be placed in order in my opinion at a convenient opportunity

The cause of the above damage could not be stated at present

Quotder examined and found in order

Bottom and quotder now in a good condition and recoated

SUMMARY OF DAMAGE REPAIRS:—

Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:— see continuation sheet two bulkhead plates

Renewed ... Removed and Faired or Repaired 6 Faired or Repaired in place 6

PRESENT CONDITION OF THE

Decks good Bulkheads good Engine Room Skylights good Copper, or Y.M. (State if on Felt.) When fitted, Month Year

Caulking of Decks Coamings Beams & Fastenings Outside Plating in way of sidelights Frames Reverse Frames Longitudinals Transverses Floors Keelsons Stringers Inner Bottom Plating Have the Tanks been examined Internally? yes Have the Tanks been tested? yes

Ceiling Cement or Asphalt Rudder Steering gear and its connections Windlass Have pumps been examined and found efficient? yes Have Sluice Valves been examined and found efficient? yes Have Watertight Doors been examined and found efficient? yes Have Ventilators and their Coamings been examined and found efficient? yes Air and Sounding Pipes good Doubling Plates under Sounding Pipes good

Coal Bunkers, Openings, Covers, &c. Oil Bunkers Scuppers Cargo Hatchways Hatches Planking Caulking Treennails Breasthooks & Stemson Transoms, Pointers & Crutches Timbers of Frame at openings at other places Stringers, Clamps & Shelves Salting (State if examined.)

Condition, how ascertained naturally Condition, how ascertained naturally Equipment letter Anchors, No. of 3 B 15 Cables (State if now ranged) yes length 315 ft mean diamr. 2 1/16 (on board.) Rule length size Chain Locker good Hawser & Warps sufficient Standing and Running Rigging good Sails

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."

The vessel is now in a good and efficient condition and eligible in my opinion to be classed 100R with docking date 11-46 and notation for S.S. Rotterdam 11-46 Subject to indented plating on SB & PS being dealt with at a convenient opportunity

Survey Fee (per Section 29) charged on last entry report Fees applied for, 19-11-46 Received by me, 19

Special Damage or Repair Fee (if any) (per Sec. 29) £200:00 Travelling Expenses (if chargeable) £:00 Second Surveyor's Fee (if any) £:00 Committee's Minute

Character Assigned See minute on Rot. RE rpt. 29659 A

Surveyor to Lloyd's Register of Shipping.

2021

Lloyd's Register Foundation

003029-003037-01134

S. S. THUIVENDYK (EX CURACAO)

Holds, tween decks, Engine and boiler room, spaces above fore and after peak tank, Poop, Bridge and Fore castle space, cleared and cleaned all ceiling and timber board in holds removed were required and frames brackets, stingers, breast hooks, beams, boiler bearers, bulkheads and all other parts thoroughly, cleaned and scoured, examined right fore and aft, and made or found all parts in a good condition and coated as required.

Fore and after peak tank, all double bottom tanks, tunnel tanks and oil fuel bunkers, cleared and cleaned examined internally and found in a good condition and coated as required.

Fore and after peak tank, all double bottom tanks, tunnel tanks and oil fuel bunkers, have been tested by a head of water as required by the Rules and found tight.

Decks examined and found in a good condition.

Stairways examined with ladders in position and found or made good. Mast, rigging and general equipment overhauled examined and found all in order.

Windlass and Steering engine and its connections, rudder quadrant and hand steering gear overhauled examined and found good. Chain cable ranged, shackles unlocked and found 315 fms of cable 2 $\frac{3}{16}$ " diam. in a good condition.

Anchors examined and found 2 Bower anchors and one steam anchor in a good condition. No marks of test on same could be found. Certificates of test of the anchors and cables could not be produced. Chain locker cleared and cleaned examined internally and found in a good condition and recoated.

Pumps, W.T. doors, air and sounding pipes and ventilator examings overhauled, examined and found or made good.

Double lining plates under sounding pipes good. ✓

The following repairs have been carried out.

Tank top plating on Starboard side, and tank top plating in way of inlet on Port side of N^o 7 double bottom tank has been permanently repaired, and found in order.

The damaged side frames, C.L. bulkhead, beams, etc in N^o 2 Lower hold and lower tween decks (p 8 S) and in N^o 2 and 5.

upper tween decks have all been dealt with and found in order. ✓

H. P. Jonker



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