

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 6-11-1947 When handed in at Local Office 19 Port of Amsterdam

No. in Reg. Book 1786 Survey held at Amsterdam Date, First Survey 15-10 Last Survey 27-10-1947

on the Wood, Iron or Steel ss ROBERT FRUIN (No. of Visits 1100) how Amsteddiep

TONNAGE: 7176 Built at Portland, Or By whom Oregon S.B. Corp. When 1943

GROSS 7176 Owners Royal Netherlands Government Owners' Address (If not already recorded in Appendix to Register Book)

UNDER DK. 4380 Managers N.T. Peedery Amsterdam Port belonging to The Hague

Surveyed Afloat or in Dry Dock? both Name of Dock A.D.T. Destined Voyage Batavia

Cell DBor DBa please see feet; uE & B 1st entry feet; f report 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. Society's Freeboard (if assigned) as painted on Ship and now verified 296 ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part Classification Survey.

Vessel placed in drydock bottom and rudder cleaned, examined, and recoated. Rudder disconnected, part of shell in way removed, later refitted (welded), upper bearing lignum vitae replaced by brass bush, bearing surface of rudder top casting skimmed up, existing greasing system repaired. Rudder reinforced by vertical welded shaped T's doubling plates on p.p.s in the area of the horizontal division plate together with welded angles at the junctions of the side plate with the flat surfaces of the division plate. Angles partly with broad horizontal flanges, bent up and down against the rudder plating and welded to these and to the vertical doubling plates. Welding of rest of rudder made good, main tube drilled and found to be

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								P.T.O.
Removed and Faired or Repaired								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE								
Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.		
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)		
Coamings	"	Cement or Asphalt	up p.p.s	Oil Bunkers	ext good	When fitted, Month	Year	
Beams & Fastenings	"	Rudder	"	Seuppers	"	Boats	good	
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"	
" " in way of sidelights	✓	Windlass	"	Hatches	"	Condition, how ascertained	examined	
Frames	"	Have pumps been examined and found efficient?	yes good	Planking		(State if wedges removed.)		
Reverse Frames in E & B Rdb tanks	"	Have Sluice Valves been examined and found efficient?	yes good	Caulking		Equipment letter	at ✓	
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	door to be replaced	Treenails		Anchors, No. of	33 13 ✓	
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	yes good	Breasthooks & Stemson		Cables (State if now ranged)	yes	
Floors of p.p.s. E & B Rdbt good	"	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		" length 300 mean diamr. 2 1/16		
Keelsons in E & B Rdbt	"	Doubling Plates under Sounding Pipes	up p.p.s	Timbers of Frame at openings		" Rule length 270 size 2 5/16		
Stringers	"			" " at other places		Chain Locker	good	
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Hawsers & Warps	sufficient	
Have the Tanks been examined internally?	partly			Salting	(State if examined.)	Standing and Running Rigging	good	
Have the Tanks been tested?	partly					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 in a good and efficient condition and eligible in my opinion to be classed 100A1 "with freeboard" and to have notations of docking 10-47 (Ans) and SS Ans 10-47, when the Classification Survey will be completed, subject to not door to be replaced and made capable of being operated from the upper deck, to a layer of cement being fitted in the

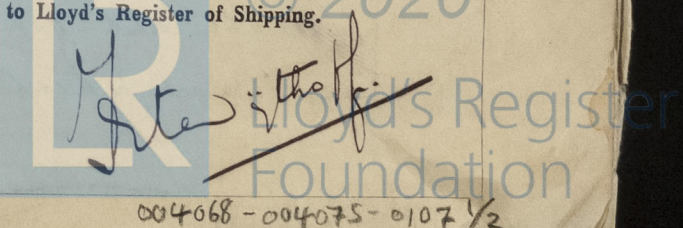
Survey Fee (per Section 29)	£	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 29)	please see report	Received by me,	19
Travelling Expenses (if chargeable)	1st entry report		
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned

See minute on Fe. 211

Surveyor to Lloyd's Register of Shipping.



Port of Amsterdam

Continuation of Report No. 16443^a dated 6 - 11 - '47

on the

ss. "Amsteldiep"

en "Robert Frain."

A 1st entry report is sent here with together with copy of Interim certificate of Class and copy of Provisional loadline Certificate.

As the freeboards given in the assignment letter dated 20th October 1947 correspond with those given in the Provisional load line certificate (dimensions of which are based upon the loadline certificate of the ABS) the report C12^a is also attached.

Heute

tight and intact, rudder tested and found tight.
Rudder replaced, tried and found in good working order.
Holds / ceiling under hatches and timbers lifted, bulkheads,
twendecks, engine and boiler spaces, structure under engine and
boilers, fore and after peak tanks and deep tanks forward internally,
chain locker, decks, deck houses, casings, bulwarks, railing, scupperns,
masts and rigging, anchors and cables (targed), existing w.t. door
(to be replaced), general equipment, main and auxiliary steering
gear with connections and control gear, windlass, hatchways and
closing appliances, ventilator coamings and covers, air and sea
dingy pipes examined and all found or made in a good condition.
Fore and after peak tanks, fore deep tanks and No. 1, 2 & 3 d.b. tanks
tested.

To complete the Survey the following requirements remain to be complied with:

Testing of: Engine room db. tanks pgs.

Nº 5 plus 4 Nº 6 de 6 tar.

After (Nº 3) deep tanks p.p.

Settling tasks p. 4. v.

The class is further subject to:

Wt door to be replaced and made capable of being operated from the upper deck with indicator whether the door is open or closed

A layer of cement to be fitted on the bottom of the dry tank.

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

ANCHORS.

Number of Certificate.	Anchors.*	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.			
	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.

[illegible]

Guard chains in way of No 4 hatch pps being provided with stretching screws and an additional chain or wire with stretching screw being fitted between the existing lower chain and the deck.

The vessel's structural scantlings have been checked as far as possible and found generally in accordance with the plans, copies of which are sent here with. (Please see 1st entry report)

b. s. c. s.