

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 29 NOV 1940

When handed in at Local Office 29 NOV 1940

Port of LONDON.

No. in Survey held at 70499 on the Wood Iron or Steel

Date, First Survey 23-9-40 Last Survey 12-11-1940

(No. of Visits 23)

TONNAGE:-
GROSS 9385
UNDER DK 8651
NET 5617

Built at Odense

By whom Odense Skibskovt ved A.P. Møller

When 1938 7

Owners N.V. Maats. Motorechiff "Barendrecht"

(if not already recorded in Appendix to Register Book)

Managers N.V. Ph. van Ommere's Schip. Rediff.

Port belonging to Rotterdam

Surveyed Afloat in Dry Dock? yes

Name of Dock Lillbury Dry Dock

Destined Voyage

Cell/Dor/Da feet; uEs/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 & Supplements)

CHARACTER.
X for Special Survey.
Date of last Survey and of Periodical Surveys.
+100 A1.
7,40
Machinery and Boiler
Survey
(including date of N.B. if any).
+LMC 7.38

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

Last Report, No. 109018 Port Lon.

at Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) be separated from Repairs due to other causes, and besides being detailed in the body of the report, should be arised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters ting this case.

ge cases where the Surveyor has not made a special damage report he is required to state whether he ed 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 ft. ins.

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

RS. OR EXAMINATION AS PER RULE, FOR Damage stated sustained through enemy actions on being) and in consequence of the fire caused thereby on the 2nd September, 1940, at 4.45 pm, as vessel lay afloat at Long Reach Buoy, River Thames, had completed the discharge of her oil cargo and cargo tanks were

Vessel damaged in way of Bridge, Bridge deck, main deck; forward end, no 3 cargo tank (Centre), no 4 cargo tank (Centre) port & starboard ing tanks) and pump room.

Upon examination of vessel in drydock, it was found that keel plate way of no 3 & 4 cargo tanks and beyond were set up over a distance of out 80 feet in a fore & aft direction with a maximum set up of 10 inches

| RY OF DAMAGE REPAIRS:— | Shel. Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items:— |
|--------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|---------------|
| Renewed | | | | | | | | |
| Removed and Faired or Repaired | | | | | | | | |
| Faired or Repaired in place | | | | | | | | |

(P.T.O.)

IT CONDITION OF THE

| | | | |
|-------------------------------------|--|-------------------------------------|---|
| of Decks | Bulkheads | Engine Room Skylights | Copper, or Y.M. (State if on Felt.) |
| Fastenings | Ceiling | Coal Bunkers, Openings, Covers, &c. | When fitted, Month Year |
| Plating | Cement or Asphalt | Oil Bunkers | Boats |
| in way of sidelights | Rudder | Scuppers | Masts, Yards, &c. |
| Frames | Steering gear and its connections | Cargo Hatchways | Condition, how ascertained (State if wedges removed.) |
| dinals | Windlass | Hatches | Equipment letter |
| resses | Have pumps been examined and found efficient? | Planking | Anchors, No. of |
| is | Have Sluice Valves been examined and found efficient? | Caulking | Cables (State if now ranged) |
| rs | Have Watertight Doors been examined and found efficient? | Treenails | length mean diam. (on board) |
| Bottom Plating | Have Ventilators and their Coamings been examined and found efficient? | Breasthooks & Stemson | Rule length size |
| the Tanks been examined internally? | Have Ventilators and their Coamings been examined and found efficient? | Transoms, Pointers & Crutches | Chain Locker |
| the Tanks been tested? | Have Ventilators and their Coamings been examined and found efficient? | Timbers of Frame at openings | Hawsers & Warps |
| | Have Ventilators and their Coamings been examined and found efficient? | Stringers, Clamps & Shelves | Standing and Running Rigging |
| | Have Ventilators and their Coamings been examined and found efficient? | Salting (State if examined.) | Sails |
| | Have Ventilators and their Coamings been examined and found efficient? | | |

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."

his vessel is eligible in our opinion to remain as classed without fresh record of Survey, subject to permanent repairs being carried out on vessel's arrival at the Tyne, to which port vessel is proceeding in ballast under her own power at a reduced speed of about 8 knots, & accompanied by a tug.

by Fee (per Section 20) £

Fees applied for, 12 NOV 1940

Special Damage or Repair Fee (if any) (per Sec. 20) £ 52 10 -

Received by me, 19

Travelling Expenses (if chargeable) £

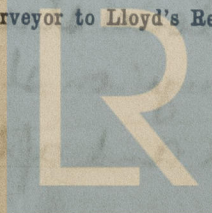
Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

FRI. 13 DEC 1940

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

005132-005140-0221 1/5

M.V. "BARENDRECHT"Temporary repairs, now done:-

All loose and broken steel work, pipes and etc in nos 3 & 4 Centre cargo tanks removed ashore, including transverse bulkhead between nos 3 & 4 Centre tanks and tanks cleared of all mud and debris.

Bottom plating:- Pierced plate in A stroke port, cropped at after end and new plating supplied in two pieces, jointed and bolted in place with double line of bolts. Defective rivets in bottom plating replaced with bolts, seams wedged & caulked as necessary. On completion of internal steel work repairs, bottom plating in way of no 4 Centre tank covered with 3" Cement and the centre of the tank further reinforced with 6" ballast concrete.

Centre keelson in no 4 centre tank now made continuous with $\frac{1}{2}$ " plating secured to existing keelson and transverse by means of double bolted angles, top of plating fitted with double bulb angles. Bottom of plating welded to bottom plating. Two defective main transverse (nos 2 & 3 from after bulkhead no 4 centre tank) made continuous from existing parts to fore and after bulkhead between Centre & port tanks, with $\frac{1}{2}$ " plating, bottom of plating fitted with lugs fastened to bottom plating, and secured to fore & after bulkhead by means of 5 foot flanged brackets, top of plating fitted with double bulb angles and diamond plates fitted over top of centre keelson & nos 2 & 3 transverse bulb angles.

4 longitudinals (5 on port side of Centre keelson & 2 on starboard side) made continuous with $\frac{1}{2}$ " plate and top angle attached to existing longitudinals with 21 to 24 inch bolts. Bottom of plating shaped to contour of bottom plating and welded to same.

3 deep channels ^{beams} fitted between the port and starboard fore and after bulkheads in no 4 Centre tank, in place of bulkhead between no 3 & 4 Centre tanks. Channels secured to fore & after bulkheads by the existing bounding bar and by 5 foot flange plate brackets. Top Channel fitted with a 6 inch riveted angle on bottom, the three channels connected together and to Centre keelson by a channel bar. Vertical channel secured to horizontal channels by diamond plates and to keelson by two riveted lugs. One heavy channel ^{beam} fitted at deck level in way of pump room bulkhead and secured to fore & after bulkheads in a similar way. Two deep channels ^{beams} fitted just below deck level in place of the 1st & 2nd deck beams from after bulkhead, channels secured to the existing brackets on the port & starboard fore & after bulkheads. These two channel beams are connected together by a stringer plate in way of the port and starboard fore & after bulkheads and stringer plates secured to bulkheads by riveted angles.

Pump room forward bulkhead, tie plates fitted from bulkhead

M. J. BARENDRECHT.Emergency repairs

to existing brackets on port & starboard fore & after bulkheads in no 4 centre tank, to check any movement of damaged pumproom bulkhead. Pierced plate at top of after bulkhead of pumproom fitted with a welded doubling plate.

Damaged pipelines in no 3 & 4 centre tanks blanked off for ballasting purposes.

Sea injection inlets on port & starboard side of pumproom blanked off by fitting welded plates on outside of shell plating.

Main deck plating:- Heavy H bars fitted in a continuous line on top of main deck plating on starboard side of no 3 & 4 centre tanks.

Bars extend from forward bulkhead of bridge to no 5 centre tanks. Bars are butt welded together & fitted with bolted straps over the welds on top flange & body of bars. Bottom flange is bolted & tack welded to deck plating.

Outside:- 4 broken deck beams in no 4 port tank cropped and port renewed and connected to existing brackets on the fore & after bulkhead.

Fore after bulkhead faired at top and an angle bar fitted and rivetted on top of bulkhead. Damaged deckplate in way of port side of pumproom

cropped and renewed and a new $\frac{3}{4}$ " tie plate fitted, extending from no 5 port tank to no 4 port tank. Tie plate fitted with a tubular rivetted end strap at after end and rivetted to existing deck plating & beams in way of pumproom & to new beams and fore after bulkhead angle in no 4

port tank, starboard side of tie plate also port butt welded to buckled deck plating in way of pumproom where cropped for fitting of tie plate. The

port stringer plate & strake of deck plating in way of the 4 deck beams cropped & port renewed connected together by lines & vertical steel strips secured

by electric welding as necessary. The remaining portion of the damaged pumproom casing cut away & removed. Main deck plating where lifted

bodily upwards on port side of no 3 & 4 centre tanks port cropped & removed.

no 4 port & starboard wing tanks:- The fractured stringer plates and standing angles now made continuous by either cropping & port

renewing or by fitting an 8" channel over defective parts. The two

fractured bottom shell frames in no 4 starboard tank weed out

and welded. The 6 fractured shell frames in no 4 port tank fitted with rivetted straps.

Bridge deck:- Existing pillars between decks overhauled and made sound and additional pillars fitted to support decks in damaged condition. As all connections from the bridge to the steering gear were badly damaged and out of action, it was arranged to steer vessel from the poop. A temporary navigating bridge was now fitted complete with telephones.

Continued



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Lloyd's Register
Foundation

M.U. "BARENDRECHT"

Temporary repairs continued.

to the poop and engine room.

Standard compass which was blown from bridge on to fore deck and did not appear to have sustained any damage was sent to makers, overhauled, tested and refitted on navigating bridge.

Navigating lights & screens overhauled & repaired as necessary and oil lamps fitted.

New lanyard fitted from navigating bridge to whistle.

Temporary steam and exhaust pipes fitted to fore deck and windlass. Temporary deck water service pipe line fitted to fore deck.

All electric circuits in way of damaged parts and fore deck cut out.

No 3 port tank, the upper bulkhead stringer plate and bulkhead angle buckled and four rivets in bulkhead broken, angle cropped and rivet holes welded up.

Temporary wireless fitted

The No 2 port, Centre & starboard cargo tanks, fore cofferdam (between Nos 2 & 3 cargo tanks), and No 5 port & starboard tanks examined internally and all found in order with the exception of the after bulkhead of cofferdam in way of No 3 Centre tank which was found to be pierced and buckled.

Ballasting:- In order to get the vessel down to a draught of about 18' aft and 12' fwd, the following tanks were used for ballasting. The forward cofferdam, No 3 port, Centre & starboard, No 4 port, Centre and starboard, and pump room, all these spaces were about half full and No 5 Centre tank was just over half full.

Due to the extent of the damage it was recommended that vessel should proceed to the Tyne at a reduced speed of about 8 knots and that she should be accompanied by a tug.

Copies of photographs of damage now attached for the information of the Committee.

A. Christen J. Michael.