

REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report 25-7-1952 When handed in at Local Office 19... Port of Amsterdam
 No. in Reg. Book. Survey held at Amsterdam Date, First Survey 18-5 Last Survey 26-6-1952
 on the Wood, Iron or Steel m.t. "TIBIA" (No. of Visits 22)

TONNAGE: Built at Amsterdam By whom H. H. Medel Schepers Maats When 1929
 GROSS 10317 Owners H. V. Petroleum Ny. La Croux Owners' Address
 UNDER DK 9558 Managers Port belonging to The Hague
 NET 6025

Surveyed Afloat or in Dry Dock? Both Name of Dock R.O.M. Destined Voyage Rotterdam
 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. 33840 Port Rot

(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 7 ft. 7 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey

Vessel placed in drydock, bottom and rudder cleaned, examined, painted or made good and recoated. Rudder removed and adjusted. Large tanks, deep tank and cargo hold, copper dams, pump room, oil bunkers, fore and after peak tanks and double bottom tank aft internally and striking plates under sounding pipes, structure in way of steam boxes, machinery space, poop, bridge and fore castle spaces, chain locker, decks, casings, bulwarks, railing and scuppers, masts, rigging, anchors and cable ranged, sluice valves, general equipment, main and auxiliary steering gear with connections, windlass, cargo hatches and closing appliances, ventilator coamings and covers, air and sounding pipes

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>good</u>	Bulkheads <u>good</u>	Engine Room Skylights <u>good</u>	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Celling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats <u>good</u>
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c. <u>good</u>
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained <u>in draft</u>
" " In way of sidelights	Windlass	Hatches	(State if wedges removed.)
Frames	Have pumps been examined and found efficient? <u>yes good</u>	Planking	Equipment letter <u>ft</u>
Reverse Frames	Have Sluice Valves been examined and found efficient? <u>yes good</u>	Caulking	Anchors. No. of <u>5 B 1 S</u>
Longitudinals	Have Watertight Doors been examined and found efficient? <u>yes</u>	Treenails	Cables (State if now ranged) <u>yes</u>
Transverses	Have Ventilators and their Coamings been examined and found efficient? <u>yes good</u>	Breasthooks & Stemson	" length <u>300</u> mean diamr. <u>2 5/8</u>
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	" Rule length <u>300</u> size <u>2 5/8</u>
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Chain Locker <u>good</u>
Stringers		" " at other places	Hawsers & Warps <u>sufficient</u>
Inner Bottom Plating		Stringers, Clamps & Shelves	Standing and Running Rigging <u>good</u>
Have the Tanks been examined internally? <u>yes</u>		Salting	Sails <u>yes</u>
Have the Tanks been tested?		State if examined.	

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 remain as classed and to have record of docking 6-52 (Am) and notation of SS Am 6-52.

Survey Fee (per Section 29) fl 2180.00 Fees applied for, 1.8.1952
 Special Damage or Repair Fee (if any) (per Sec. 29)
 Travelling Expenses (if chargeable) fl 64.50 Received by me, 19
 Second Surveyor's Fee (if any)
 Committee's Minute
 Character Assigned 6.52 Amms
THURS 11 SEP 1952
5.5. Amms - 6.52 + LMC 056.52 subject.
DBS 6.52 CERTIFICATE WRITTEN

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

005377-005386-0019

B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

examined and all found or made in good condition.

All cargo tanks, coffer dams, deep tanks, oil bunkers settling tanks, db tank and fore and after peak tank tested.

Freeboard verified.

Repairs

Shoe plate fitted under after most keel plate

Number of bottom (specially keel) rivets renewed. Bottom shell completely scaled.

Rudder removed, lower conical bearing rings re-fastened and adjusted, rudder lined out and refitted.

Lower parts of vertical plates above foot plate on the following bulk heads renewed:

N^o 58, 70, 99, 111, 123, 152.

One length of chain cable has been renewed, for particulars please see the form below.

The vessel has been re-measured, new tonnages are underlined in red in the head of this report

J. van der Waerden

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

ANCHORS.

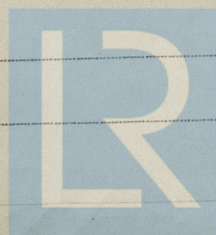
Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	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.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
4731	15	2 5/8	120 9/16	169 1/4	54 - 1.14		23 3/8	2 5/8	Studvik KNG		Leiden 26-5-42 J. van der Waerden.
Iron Stream Chain } or Steel Wire }											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2021

Lloyd's Register
Foundation