

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10th March 1938 When handed in at Local Office 10th March 1938 Port of AmsterdamNo. in Survey held at Amsterdam Date, First Survey 22nd January Last Survey 9th March 1938

Reg. Book. 40373 on the Wood, Iron or Steel Ship "TERNEUZEN" (No. of Visits 122)

84746. TONNAGE:— Built at Greenock By whom G. Brown & Co When 1912 3.
GROSS 2472 Owners Alfred Harris Smith Owners' Address 108 Finchbury Street, London, E.C.3
UNDER DK. 1248 Managers ✓ Port belonging to London
NET 1478

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Ned Dok Wj Destined Voyage

WB=Cell D B or D B 248 feet; u&B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity 638 tons. FPT 90 tons; APT 72 tons; MT feet tons.

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

Last Report, No. 25115 Port Rot

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to be completed. 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 relating to this case. M-22nd December 1937; H-8th February 1938; F-9th February 1938; H-3rd March 1938

Where the Surveyor has not made a special damage report he is required to state whether he has declined 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 3 ft 1 3/4 ins.

Was a damage report made by anyone else? If so, by whom? Lisbon Surveyors.

IRS, OR EXAMINATION AS PER RULE, FOR Damage repairs, reclassification and 2nd Special Survey No. 2. The Vessel arrived at this Port in Damaged condition, towed from Lisbon. see your letters H-8th February 1938.

The Vessel has been placed in drydock, bottom and rudder cleaned and the following repairs carried out:

Damage- and reclassification repairs:

el/plates K4-5-7-8-9-11 & 12 removed, faired and replaced.

B. side: A4 & 11 faired in place; A5-6-7-9 & 10 removed, faired and replaced.

renewed. B5-12 & 13 faired in place; B6-7 & 11 removed, faired and replaced.

8-9 & 10 renewed; C4-10 & 12 faired in place; C5-6-7-9 & 11 removed, faired and replaced; C8 renewed; D3-4-5-6 & 8 removed, faired and replaced, D7 renewed.

STATE OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	TOP PLATES OF BOTTOMS OF SOLID OR BR. FLOORS.	Floors and Deck Plating.	INTER-CEILING STAYS SIDE KEELSONS	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	7	17	3	55	29	18	27	7 Plates of after peak bulkhead renewed.
Removed and Faired or Repaired	15	17	121	4	35			4 Centre keelson plates renewed.
Faired or Repaired in place	21	4	45	7	12	7		sole piece of stern frame, fracture cut out and built up by plate welding.

GENERAL CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Age of Decks	yes	good	(State if on Vell.)
Plating	yes	good	When put on, Month Year
Fastenings	yes	good	Boats
Plating	yes	good	Masts, Yards, &c.
in way of sidelights	yes	good	Condition, how ascertained
Hooks	yes	good	(State if wedges removed) Wedges removed
Wires	yes	good	Sails
Frames	yes	good	Equipment letter
Longitudinals	yes	good	Anchors, No. of
Transverse	yes	good	Chain Locker
Bottom Plating	yes	good	Cables (State if now ranged)
	yes	good	length 240 ft. mean diam. 1 1/16"
	yes	good	Rule length 240 ft. size 1 1/16"
	yes	good	Hawser & Warps
	yes	good	Standing and Running Rigging

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24."

This Vessel is now in a good and efficient condition and eligible in our opinion her class be reinstated in the Register Book with fresh record of Survey 3-38 and to have notation of 5.5. Rms 2nd N^o 1-38.

Fee (per Section 29) See letter H-20th Feb. 1938
attached copy of letter from Lisbon Surveyors dated 14th January 1938
al Damage or Repair Fee (if any) (per Sec. 29)

Fees applied for, 19

Travelling Expenses (if chargeable) 19.- Received by me, £125 paid in London 21/3/38

Second Surveyors Fee (if any) £

Committee's Minute

Character Assigned

TUE 15 MAR 1938

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

007947-007957-0149 1/5

Lloyd's Register Foundation

Please see Continuation Sheet.

Please see 2nd Continuation Sheet.

SS "TERNEUZEN"P. Side N^o IV D.B. tank:

After W.T. floor faired in place.

Solid floors: 5 Floors renewed, one floor removed, faired and replaced.
one floor faired in place.

One bottomangle renewed, 5 bottomangles removed, faired and replaced, one bottomangle faired in place.

6 Topangles of floors faired in place, one topangle renewed.

One intercostal of side keelson renewed, 3 intercostals faired in place,
11 intercostals removed, faired and replaced.

One plate of centre keelson renewed.

S.B. N^o V D.B. tank:

Solid floors: two floors completely and one floor partly renewed.

One floor removed, faired and replaced.

Three floors faired in place.

2 Bottomangles faired in place

One Bottomangles of bracket floors faired in place and 2 bottomangles removed, faired and replaced.

One intercostal of side keelson renewed, three intercostals faired in place.

P.S. N^o VI D.B. tank:

Solid floors: 4 Floors completely and 4 floors partly renewed.

One floor removed, faired and replaced.

7 Bottomangles removed, faired and replaced.

3 " " faired in place.

4 Topangles " " "

Bracket floors: 13 Bottomangles removed, faired and replaced.

4 " " faired in place.

4 Topangles removed, faired and replaced.

4 Inner brackets renewed and one same removed, faired and replaced.

Three intercostals of side keelson renewed and 3 intercostals removed, faired and replaced.

Afterpeak tank:

One centre strake plate and P.S. and S.B. side each one deck plate of after-peak tank deck in way of crew's accommodation renewed.

S.B. and P. Side upper side stringers provided with riveted face angle bars, connecting angles of side stringers to shell. S.B. and P. Side renewed and one bracket renewed.

Afterpeak tank bulkhead renewed from top of stern tube to upper-deck, viz.: 7 plates.

Note: A number of rivets throughout all the D.B. tanks and forepeak and afterpeak tank which were found slack or disturbed have been renewed.

SS "TERNEUZEN"

Forward Hold:

Port side: 7 Tank top plates renewed and 3 tank top plates faired in place
S.B Side 4 " " " " " " 4 " " " " " "

6 Solid pillars removed, faired and replaced.

Piderplates of one constructed pillar renewed and 11 pillar-brackets renewed.

All wood ceiling and timber boards renewed.

Boiler room:

Under S.B. and P.S. boiler each one tank to plate renewed and two efficient riveted doubling plates fitted.

Power coaming of W.T. bulkhead between stoke hold and forward hold renewed.

After hold: All wood ceiling and lumber boards renewed.

S.B. side: 3 Tanktop plates renewed

P. Side : 2

Forward Welldeck: P.S. and S.B. side each: 2 deck plates renewed and 2 efficient riveted doubl. plates fitted.

Bridgespace:

9 Deck plates of upper deck in way of store room renewed.

On S. B. side abreast Eng. Room casing 5 Deck plates and on P. Side
abreast casing 4 Deck plates of upper deck renewed.

P. Side: 2 Coaming plates of Eng. room casing and one plate of fore- and after bulk head of coal shoot renewed.

13. B. side: 2 coaming plates of Eng. Room casing renewed.

After well deck:

✓ S.B. and P. Side each: one deck plate renewed and one efficient riveted doubling plate fitted.

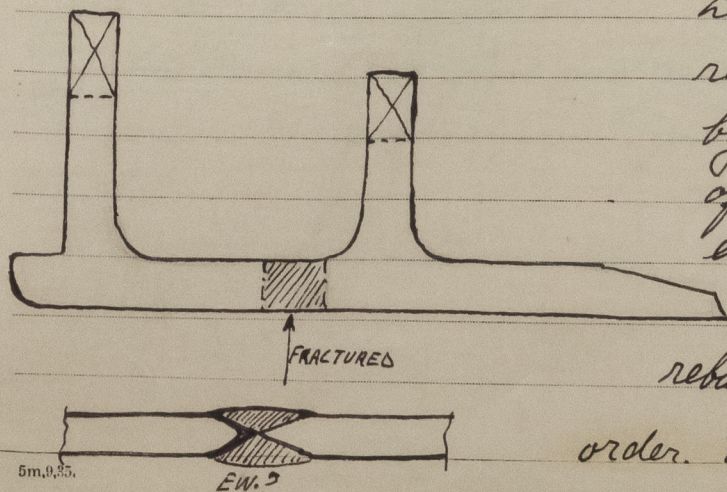
P.S. Lower side bunker: One lower plate of longtl. bulk head renewed and a doubling plate on coaming plate fitted. One upper plate of longtl. bulk head renewed and 4 cross web plates renewed.

S.B. lower sidebunker. One doubling plate fitted at lower part of length.
bulk head and 4 cross web plates renewed.

A number of air- and sounding pipes, scuffers, etc. have been renewed.

A number of minor repairs have been carried out.

Rudder and stern frame:



Rudder unshipped, pintles renewed.
Lower part of stern frame (see sketch)
removed, fracture cut out, built up
by electric welding, afterwards lower part
of stern frame annealed as required,
exd. found good and replaced on board
in good order. All gudgeons aligned,
rebushed and rudder replaced in good working
order. Bottom and rudder now in a good condition.
Please see 4th Continuation sketch.

Please see 4th Continuation Sheet

S.S. "TERNEUZEN"

All new- or repaired work has been coated as required.

Broken and disturbed cement renewed.

Tanks in way of repairs tested as required by the Rules, repaired or renewed deck- and shell plates tested by hose and found all parts tight.

2nd Special Survey N^o 2 and Reclassification

The Vessel has been placed in drydock, bottom and rudder cleaned, examined, found in a good condition and recoated.

Holds, fore- and afterpeak and spaces above same, Engine- and Boiler space, Donkey boiler space and all bunker spaces, fore-castle- bridge- and poop space, cleared and cleaned, all ceiling and timber boards in holds and bunkers removed, lining in way of portlights removed and shellplating, frames, floors, brackets, stringers, breasthooks, beams, bulkheads and all other parts thoroughly cleaned, scaled where required, examined right fore and aft and found or made all parts in a good condition. All casings round pipes removed and all parts have been recoated.

Forepeak tank and afterpeak tank and all D.B. tanks, cleared and cleaned, examined internally, found in a good condition and recoated.

Forepeak tank, afterpeak tank and all D.B. tanks have been tested as required and found tight.

Decks ex^d and found in a good condition.

Hatchways ex^d with hatches in position and found good.

Closing appliances of all doors ex^d and placed in order.

Masts, rigging and general equipment overhauled, examined and placed all in order.

Windlass overhauled, examined and found in good working order.

Steam steering engine and its connections, rudder quadrant, blocks, rods, pins, overhauled, chains annealed, ex^d and found in a good condition. Hand steering gear overhauled and placed in order.

Chain cables ranged, shackles unlocked, anchors and cables examined, spare bower anchor made workable, anchors and cables good and complete.

Chain locker cleared and cleaned, ex^d found good and coated as required.

Pumps, W.T. doors, air- and sounding pipes and ventilator coverings overhauled, ex^d and found in a good condition.

Doubleing plates under sounding pipes good.

Freeboard marks verified and found correct.

^{Note} The proposed tweendeck as approved in your M- letter 22nd December 1937 has not been fitted in the ship.

C. H. Meenwijk.



© 2020

Lloyd's Register
Foundation

0149 5/5