

REPORT OF SURVEY FOR REPAIRS, &c

UNCLASSIFIED

RAY No.

Date of writing Report 22.1.40 When handed in at Local Office 10 Port of Rotterdam

No. in Survey held at Rotterdam Date, First Survey and Last Survey 16 1940

Reg. Book. 2694 on the Wood, Iron or Steel W "JENNY"

TONNAGE: Built at Umsloren By whom J. W. Kremer Sohn When 1857

GROSS 623 Owners Algemeen Vrachthandels N.V. Owners' Address

UNDER DK. 498 Managers Port belonging to Rotterdam

NET 125 Surveyed Afloat or in Dry Dock? Name of Dock City Dock Destined Voyage Rotterdam

Cell/D/Bor/D/Ba feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 28561 Port Rotterdam

CHARACTER. (X for Special Survey, Date of last Survey and of Periodical Surveys.)	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 FT.</u>	<u>+L.M.C./M/9.39</u>
<u>Rot. 6.39</u>	<u>T.S.H. 6.39</u>
<u>Cruiser Stern</u>	<u>+June 7-37</u>
<u>Carrying Rodium in bulk</u>	

(Periodical Surveys, when held, must be reported in detail and seriatim 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. Up not required

Was a damage report made by anyone else? If so, by whom? Underwriter's Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.

Vessel placed in drydock for repair at propeller, bottom and rudder cleaned and examined and the following bottom plates found more or less set up, the cause of which was unknown:

Starboard A shake N: 2 plate, B shake N: 2 & 3 plate
Keel shake N: 2 & 3 plate
Port side A shake N: 2 plate, B shake N: 3 plate

The cargo tank in way was full of oil, the bottom plating in way of the damage was not found leaking and the caulking & riveting in way found good. The owner requested to be allowed to post some repairs to this damage until next docking, which request merits in my opinion favorable consideration. Bottom & rudder found in good condition for the rest & repaired.

SUMMARY OF DAMAGE REPAIRS:—	Shell 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								

PRESENT CONDITION OF THE		Copper, or Y.M. (State if on Felt.)	
Decks <u>good</u>	Bulkheads <u>not end</u>	When fitted, Month <u>1</u> Year <u>1</u>	
Caulking of Decks <u>—</u>	Ceiling <u>—</u>	Boats <u>not end</u>	
Coamings <u>—</u>	Cement or Asphalt <u>not end</u>	Masts, Yards, &c. <u>—</u>	
Beams & Fastenings <u>not end</u>	Rudder <u>good</u>	Condition, how ascertained (State if wedges removed)	
Outside Plating <u>clean in way</u>	Steering gear and its connections <u>—</u>	Equipment letter <u>—</u>	
Frames <u>—</u>	Windlass <u>—</u>	Anchors, No. of <u>complete</u>	
Reverse Frames <u>—</u>	Have pumps been examined and found efficient? <u>not end</u>	Cables (State if now ranged) <u>no</u>	
Longitudinals <u>—</u>	Have Sluice Valves been examined and found efficient? <u>—</u>	length (on board) mean diamr. <u>—</u>	
Transverses <u>—</u>	Have Watertight Doors been examined and found efficient? <u>—</u>	Rule length <u>—</u> size <u>—</u>	
Floors <u>—</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes good</u>	Chain Locker <u>not end</u>	
Keelsons <u>—</u>	Air and Sounding Pipes <u>not end</u>	Hawsers & Warps <u>—</u>	
Stringers <u>—</u>	Doubling Plates under Sounding Pipes <u>—</u>	Standing and Running Rigging <u>—</u>	
Inner Bottom Plating <u>—</u>		Sails <u>—</u>	
Have the Tanks been examined internally? <u>no</u>			
Have the Tanks been tested? <u>—</u>			

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 for a now examined, is in a fit condition to proceed on her voyage and eligible in my opinion to be continued as classed and to have record of Survey 1-40, subject to damaged bottom plating forward being dealt with next docking.

Survey Fee (per Section 29) £	Fees applied for, <u>23.1.1940</u>
Special Damage or Repair Fee (if any) (per Sec. 29) £ <u>24.00</u>	Received by me, <u>19.00</u>
Travelling Expenses (if chargeable) £	
Second Surveyor's Fee (if any) £	

M. Stegloff
Surveyor to Lloyd's Register of Shipping.

FRI. 9 FEB 1940

FRI. 17 OCT 1941

Committee's Minute
Character Assigned 100A Subject to Record: Survey delayed vessel, when last repaired in part in heavy occupation

Machinery of the ship? will it be sent?

19m. 4.39.—Transfer Ink. (MADE AND PAINTED IN B.) The Surveyors are requested not to write on or below the space for Comm.

Is Certificate required? If so, to be sent to

N.B.—If this Report is copied by Copying Press, especial 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.

OMIT CLASS
ON RE-PRINT.

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.	lbs.	CWTS. qrs. lbs.	lbs.		Tons CWTS. qrs. lbs.	lbs.			
	1st Bower ...										
	2nd "										
	3rd "										
	Colletted 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.	When and where tested and Superintendent.
	Length, Fathoms.	Diam. Ins.	Stake, Tons.	Breaking, Tons.	Supplied, CWTS. qrs. lbs.	Per Rule, CWTS. qrs. lbs.	Length, Fathoms.	Diam. Ins.			

Iron Stream Chain or Steel Wire....

DO NOT TO WRITE ACROSS THIS MARGIN.

