

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 17th Sept 1940 When handed in at Local Office 19 Port of PORT NATAL

No. in Reg. Book 26160 Survey held at PORT NATAL Date, First Survey and Last Survey 10th Sept 1940

on the Steel S.S. "HOLLAND MARU"

TONNAGE: GROSS 5870 UNDER DECK 3590 NET 4266
Built at Kobe By whom Kawasaki Dockyard Co Ltd when 1920
Owners Kawaraki Kisen K.K. Owners' Address (if not already recorded in Appendix to Register Book)
Managers - Do - Port belonging to Kobe

Surveyed Afloat or in Dry Dock? Yes Name of Dock ✓ Destined Voyage Cape Town
W.B.=Cell/D/Bor/D/Ba feet; u/E&B feet; f feet
Total capacity tons. FPT tons; APT tons; MT tons.

Last Report, No. 7281. Port LA.

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years since last surveyed (if not so stated)	Machinery and Boiler Surveys (Including date of N.B., in any).
<u>+ 100 A1.</u>		<u>+ L.M.C. 5.40</u>
<u>6.39.</u>		<u>S. 5.40. 09.</u>
<u>S.S. Yka No 3-9.31.</u>		
<u>S.S. Nag No 1-36.</u>		
<u>Running on with freeboard</u>		

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 ✓

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Fractured Shell plate.

The Master reported a shell plate was fractured, alongside web frame in No 1 Hold on port side.

On examination it was found the No 3 shell plate on 3rd striae below sheerstriae, had a vertical fracture, and the plate in general very much wasted. A cement box had previously been fitted over fracture, and the Master assured me the box was tight, the vessel was full loaded, and impossible to examine plate or box from inside vessel.

Recommended a light covering plate 3' x 2' be electric welded over fracture. This was efficiently carried out.

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			
Decks	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt.) When put on, Month Year
Caulking of Decks	State if Tanks now tested	Dbng. Plates under Sounding Pipes	Boats
Coamings	Bulkheads	Engine Room Skylights	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Condition, how ascertained (State if wedges removed)
Outside Plating	Cement or Asphalt (State which.)	Oil Bunkers	Sails <u>above</u>
Breasthooks	Rudder	Scuppers	Equipment letter
Transoms	Steering gear and its connections <u>Confined</u>	Cargo Hatchways	Anchors, No. of
Frames	Windlass	Hatches <u>to the</u>	Chain Locker
Reverse Frames	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Cables (State if now ranged)
Longitudinals	Have Sluice Valves now been examined and found efficient?	Caulking ditto	length (on board) mean diam.
Transverses	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Rule length size
Floors	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems ditto	Hawser & Warps
Keelsons		Transoms Pointers, & Crutches ditto	Standing and Running Rigging
Stringers		Timbers of Frame at openings ditto	
Inner Bottom Plating		Ditto Ditto at other places ditto	
		Stringers, Clamps & Shelves ditto	
		Salting ditto (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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24.

This vessel is eligible in my opinion to remain as classed, subject to No 3 shell plate from forward, 3rd striae below sheerstriae, Port side, being renewed at the first opportunity.

Survey Fee (per section 20)	£	Fees applied for,	
Special Damage or Repair Fee (if any) (per sec. 20)	£ 5 5 : 0	10/9/1940	
Travelling Expenses (if chargeable)	£ 11 : 6	Received by me,	19
Second Surveyor's Fee (if any)	£		

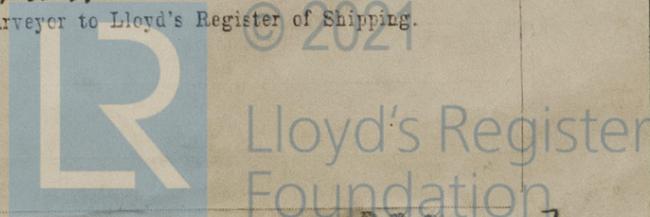
T. H. Noël
Actg. Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRID 1 NOV 1940

Character Assigned White Yka

Deferred for Comp. 2nd 10/2
'Survey Delayed' No



009721-09729-003

14 OCT 1940



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