

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 7 March 1934 When handed in at Local Office 19 Port of Rotterdam

No. in Reg. Book 11610 Survey held at Rotterdam Date, First Survey 23-2-34 Last Survey 3-9-1934

On the Wood, Iron or Steel S/S BRUNSWIK in "ALDAN"

TONNAGE:— Built at Alblasserdam By whom Alblasserdam When 1922

GROSS 112 Owners Mr. H. van der Meer Owners' Address Rotterdam

UNDER DECK 1920 Managers Ed. van der Meer Port belonging to Rotterdam

NET 109 Surveyed Afloat or in Dry Dock? Shipway Name of Dock Lilly Madema Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. }
N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 22713 Port Rot

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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. M. 19. 10. 32)

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 Survey on shipway, Completion 2nd S.S. 202

The vessel is reported to have been sold. Particulars of new ownership are as follows:

New Name: "ALDAN"
New Flag: RUSSIAN
New Port of Registry: LENINGRAD
New Owners: SOVTORGFLOT, MOSCOW.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. 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>	State if Tanks have been examined inside <u>no</u>
Caulking of Decks <u>good</u>	State if Tanks now tested <u>no</u>
Coamings <u>good</u>	Bulkheads <u>not examined</u>
Beams & Fastenings <u>not examined</u>	Ceiling <u>efficient</u>
Outside Plating <u>good</u>	Cement or Asphalt (State which) <u>not examined</u>
Breasthooks <u>not examined</u>	Rudder <u>good</u>
Transoms <u>good</u>	Steering gear and its connections <u>good</u>
Frames <u>good</u>	Windlass <u>good</u>
Reverse Frames <u>good</u>	Have Pumps now been examined and found efficient? <u>not examined</u>
Longitudinals <u>good</u>	Have Sluice Valves now been examined and found efficient? <u>not examined</u>
Transverses <u>good</u>	Have Watertight Doors now been examined and found efficient? <u>not examined</u>
Floors <u>good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>good</u>
Keelsons <u>good</u>	
Stringers <u>good</u>	
Inner Bottom Plating <u>good</u>	
	Dbing. Plates under Sounding Pipes <u>not examined</u>
	Engine Room Skylights <u>good</u>
	Coal Bunkers, Open'gs, Lids, &c. <u>good</u>
	Scuppers <u>good</u>
	Cargo Hatchways <u>good</u>
	Hatches <u>good</u>
	Planking of Wood Vessels <u>good</u>
	Caulking ditto <u>good</u>
	Treenails ditto <u>good</u>
	Breasthooks & Stemson ditto <u>good</u>
	Transoms, Pointers, & Crutches ditto <u>good</u>
	Timbers of Frame at openings ditto <u>good</u>
	Ditto Ditto at other places ditto <u>good</u>
	Stringers, Clamps & Shelves ditto <u>good</u>
	Salting ditto <u>good</u>
	(State if examined.)
	Copper, or Y.M. of Wood Vessels <u>good</u>
	(State if on Felt.)
	When put on, Month <u>✓</u> Year <u>✓</u>
	Boats <u>good</u>
	Masts, Yards, &c. <u>good</u>
	Condition, how ascertained <u>from deck</u>
	(State if wedges removed) <u>no</u>
	Sails <u>good</u>
	Equipment letter <u>✓</u>
	Anchors, No. of <u>complete</u>
	Cables (State if now ranged) <u>yes</u>
	" length <u>240</u> size <u>1 1/2</u>
	" (on board) <u>240</u> size <u>1 1/2</u>
	" Rule length <u>240</u> size <u>1 1/2</u>
	Hawser & Warps <u>sufficient</u>
	Standing and Running Rigging <u>good</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 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 and ptND24, &c."

The vessel is in a good and efficient condition and eligible in my opinion to remain as classed with fresh record of Survey 3-34, and to have notation of S.S. Rot. 202-34

Survey Fee (per Section 29) <u>Comp. 2nd S.S. 202</u> : £ 50.00	Fees applied for, 8.3.1934
Special Damage or Repair Fee (if any) (per Sec. 29) : £	Received by me. 19
Travelling Expenses (if chargeable) : £ 1.00	
Second Surveyor's Fee (if any) : £	

Committee's Minute FRI. 16 Mar. 1934

Character Assigned 1000

UNDERTAKING CASE S 234



Has a Survey also been held on the Machinery of the Ship? Yes
If so, is the Report sent now, or when will it be sent? Send now

Is Certificate required? If so, to be sent to Surveyor Rotterdam

12 MAR 1934

38579

The vessel has been placed on slipway. Bottom and
 rudder cleaned, examined, all found in good
 condition and the bottom recoated. A few
 shellfish p.s. forward overhauled.

Chaincables ranged with shackles unlocked; 13
 lengths found worn below the Pull limit and replaced
 by 13 x 15 fathoms chaincable. For particulars of
 new equipment see below. Remaining 45 fathoms
 examined and found in good condition.

Moulders and steering gear examined under
 steam pressure and found in good working order.

An interim Certificate has been issued, copy of which
 is sent herewith.

The freeboard, for ordinary cargo ships and for
 carrying timber deck cargo as assigned under the
 Provisions of the International Loadline Convention
 1930 under her old name as Dutch owned vessel
 "BRUNSWIJK" have been marked out in the vessel's
 side, verified and found correct. A verification form is
 sent herewith, together with copy of report 10 which has
 been issued in this case.

The conditions of assignment have been complied with in July 1931,
 see Rotterdam report No. 22.300.

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.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.
971 B	45	1 7/8	63 1/2	88 1/2	83	0	1	79	3	14	1 1/2		N.I.H.K. Rotterdam 21.11.22. CHM	
1977	60	"	"	"	107	2	0	106	2	0	1 1/2		NKAF Rot. 9.11.29. P. F. W. M.	
1712	30	"	"	"	53	2	10	53	1	0	1 1/2		NKAF Rot. 3.7.28. P. F. W. M.	
Iron-Stream Chain or Steel Wire...														
1712 B	15	"	"	"	27	3	0	26	2	14	"		NKAF Rot. 3.7.28. P. F. W. M.	
1694 A	30	"	"	"	55	2	23	53	1	0	"		NKAF Rot. 22.5.28. L. H. M. M.	
1062	15	1 3/16	59 1/8	82 3/4	25	2	4	24	3	14	"		NKAF Rot. 11.6.24. M. P. J.	

H. van der Neel

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 so cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.