

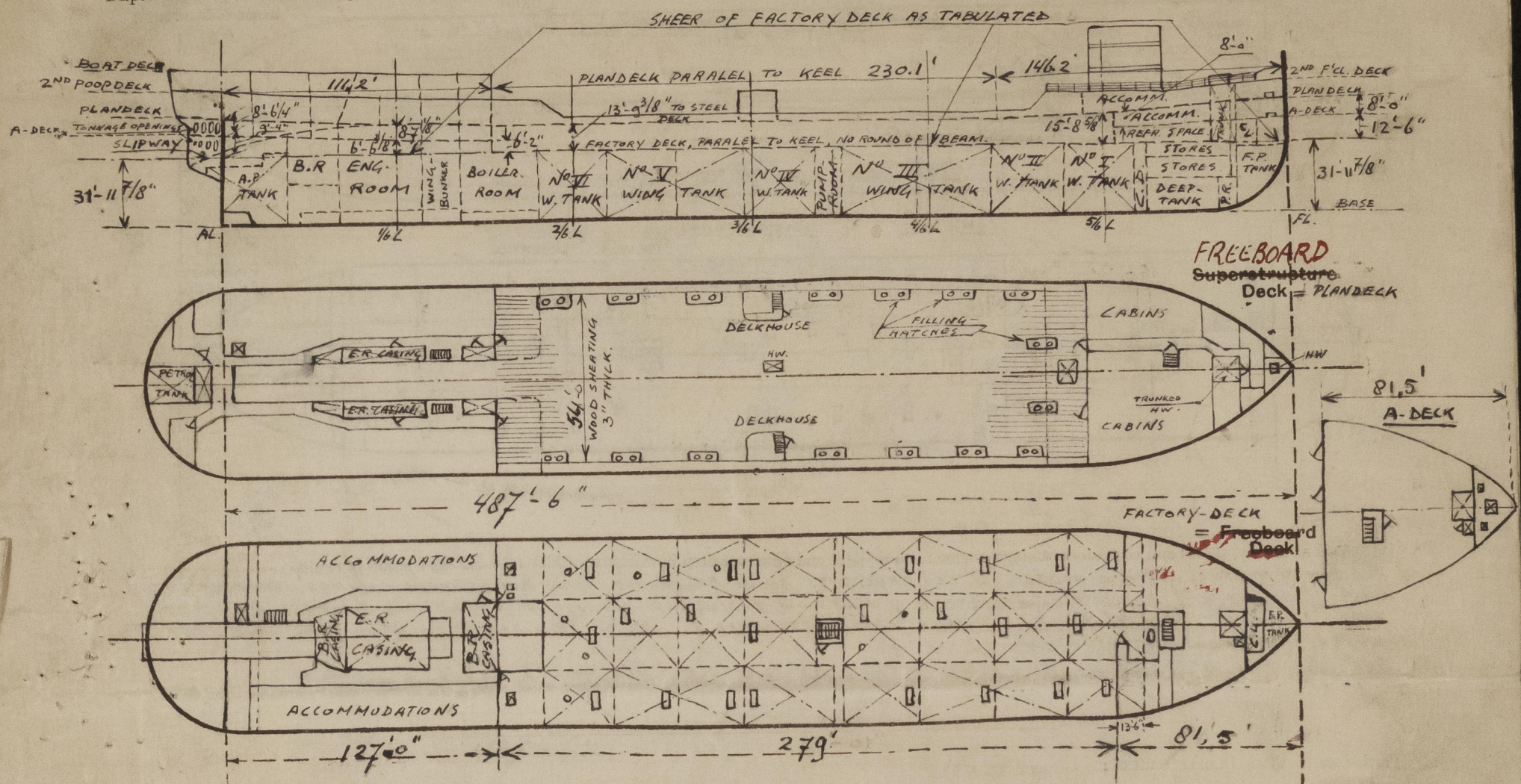
Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(CONDITIONS OF ASSIGNMENT.)

Ship's Name "WILLEM BARENDSE" (EX "PAN GOTHIA") Port of Survey AMSTERDAM.Official Number ✓Surveyor's Signature C. H. MeuwinkelNationality and Port of Registry DUTCH, AMSTERDAM.Date of Survey DURING CONVERSION.

Disposition and dimensions of superstructures, trunks, deckhouses and machinery casings to be inserted in the diagrams and tabular statement: -



Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...	.44	.44	EW ANGLE 200x90x12 1/2	28"	TOP: STIFFENERS CONT. BOTTOM: EW TO DECK	5'-4" x 2'-5"	15"	8'-7 1/8"
2nd Poop Raised Quarter Deck Bulkhead ...	11 mm.	11 mm.	200x90x12 1/2	712 mm	welded top and bottom	1634 x 740	380	
Bridge, After Bulkhead ...								
Bridge, Forward Bulkhead ...								
Forecastle Bulkhead ...	.24	.24	EW ANGLES 65x65x7	35"-34"-26"	WELDED TO DECK AT TOP & BOTTOM	5'-8" x 2'-4"	6"	8'-0"
2ND FORECASTLE BULKHEAD Trunk, Aft ...	150 x 9 mm	7 mm	100x75x8	700-750 mm	None	1500 x 855	450	2'-4"
Trunk, Forward ...								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...								
Exposed Machinery Casings on Superstructure Decks ...								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...								
Deckhouses on Flush Deck Ships ...								

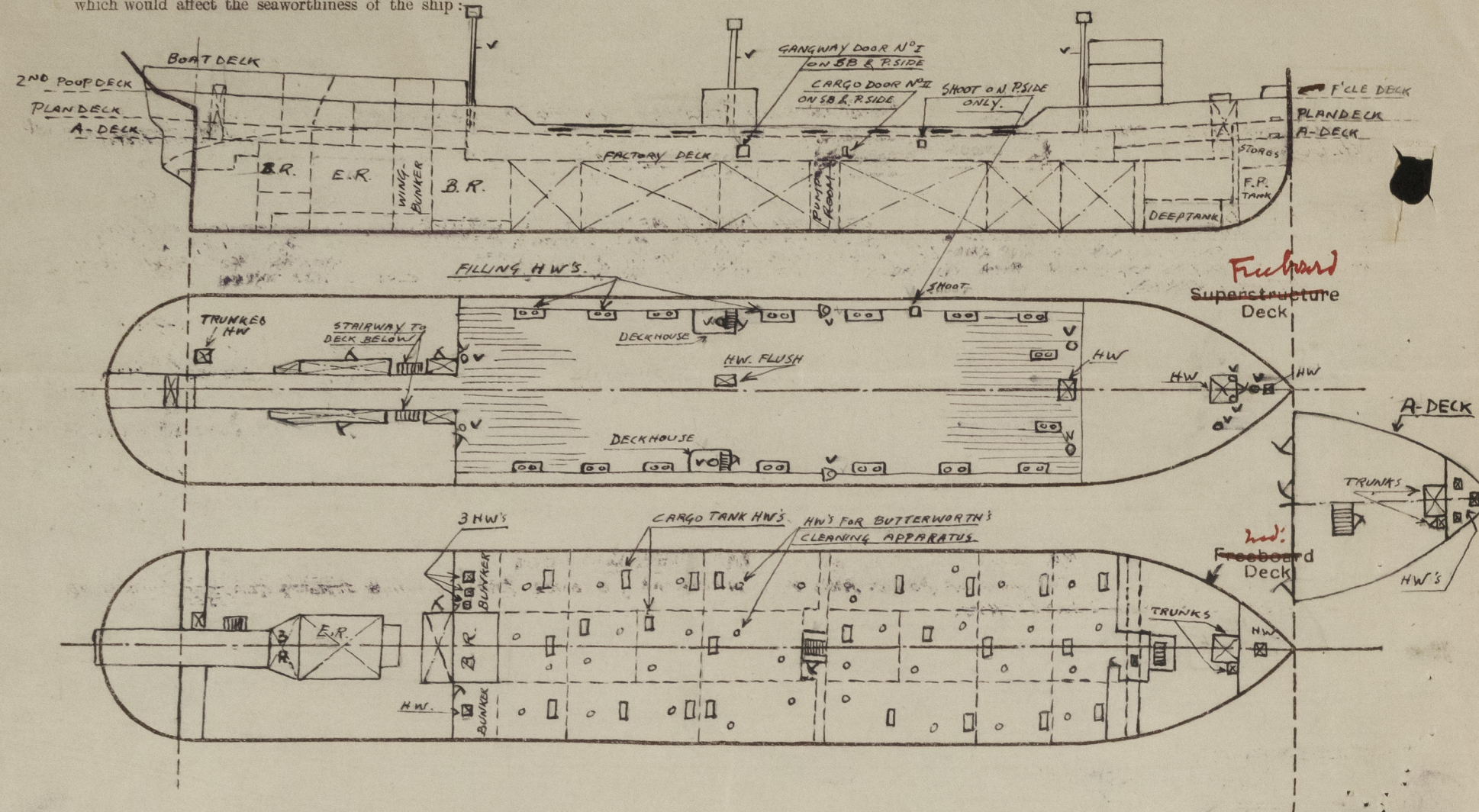
Particulars of Closing Appliances (state if capable of being manipulated from both sides).

2ND POOP BULKHEAD ON PLAN DECK Poop Bulkhead ...	2 STEEL HINGED W.T. DOORS OF STRONG CONSTRUCTION, MANIPULATED FROM BOTH SIDES
Raised Quarter Deck Bulkhead ...	SB. AND P. SIDE ONE OPENING, CLOSED BY STEEL HINGED W.T. DOORS, STRONGLY CONSTRUCTED, MANIPULATED FROM BOTH SIDES.
Bridge, After Bulkhead ...	
Bridge, Forward Bulkhead ...	
2ND FORECASTLE BULKHEAD ON PLAN DECK Forecastle Bulkhead ...	3 STEEL HINGED W.T. DOORS OF STRONG CONSTRUCTION, MANIPULATED FROM BOTH SIDES.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	ON P. SIDE 2 OPENINGS, SB. SIDE ONE OPENING, CLOSED BY STEEL HINGED W.T. DOORS, STRONGLY CONSTRUCTED, MANIPULATED FROM BOTH SIDES.
Exposed Machinery Casings on Superstructure Decks ...	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	
Deckhouses on Flush Deck Ships ...	

Willem Barendsz.

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

The following diagrams should be used to indicate the positions of cargo and coaling hatchways, gangway, cargo and coaling ports, ventilators, companionways, etc., which would affect the seaworthiness of the ship:



Particulars of fiddle, funnel and ventilator coamings, engine room skylight and other openings in machinery casing tops and their means of closing:— FIDDLEY TOP LEVEL WITH BOATDECK, STEEL SKYLIGHTS ABOVE ENG. ROOM AND BOILERROOM CASINGS, PROVIDED WITH HINGED STEEL FLAPS, EFFIC'Y. CONSTRUCTED. 7 VENT'S ON CASING TOP ACTING ON ENGINE AND BOILERROOMS, ϕ 21" STEEL COAMINGS, HIGH 3'0" AND $\frac{1}{2}$ THICK, EFF. CONSTRUCTED. VENT'S PROVIDED WITH WOOD PLUGS AND CANVAS COVERS FOR CLOSING THE OPENINGS. GRATINGS OVER AFTER BOILERROOM CASING CLOSED BY PORTABLE STEEL COVERS, EFFIC'Y. SECURED. FUNNELS STRONGLY CONSTRUCTED.

Particulars of Flush Bunker Scuttles:—

NONE FITTED.

Particulars of Companionways:— ON PLANDECK AMIDSHIPS ON SB. & PSIDE A STEEL DECKHOUSE FITTED, CONTAINING ACCESSES TO DECK BELOW (FACTORY DECK), DIM. DECKHOUSE: 30'0" x 17'0" x 7'4", COAMING 1'8" x 56", PLATING $\frac{1}{4}$ STIFFENERS L 8 x 3 x 5/8" WITH BRACKETS AT TOP AND BOTTOM, SPACED 28" APART, ONE OPENING IN EACH DECKHOUSE 5'9" x 2'2", SILL 18", CLOSED BY HINGED STEEL W.T. DOORS, EFF. CONSTRUCTED, MANIPULATED FROM BOTH SIDES. ON FACTORY DECK (FREEBOARD DECK) ONE STEEL DECKHOUSE, ACCESS TO MIDDLE PUMPROOM, DIM: 11'0" x 5'8" x 7'0" HIGH, PLATING $\frac{1}{4}$ STIFFENERS L 5'6" x 3 x 5/8", SPACED 28" APART, BRACKETS AT TOP TO BEAMS, NONE TO BOTTOM, ONE OPENING 6'0" x 2'0" SILL 4'2", CLOSED BY A STEEL HINGED W.T. DOOR, EFF. CONSTRUCTED, OPERATED FROM BOTH SIDES. ON A-DECK (FORW.) A STEEL COMP. WAY, STRONGLY CONSTRUCTED, ACCESS TO DECK BELOW, OPENING 4'2" x 2'4", SILL 6", CLOSED BY STEEL HINGED W.T. DOOR OPERATED FROM BOTH SIDES.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

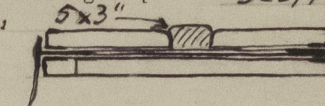
F'LE DECK: 4 VENT'S ACTING ON SPACES BELOW THE A-DECK AND FACTORY DECK, VIZ. 2 VENT'S ϕ 15", COAMING 3'0" HIGH THICK $\frac{1}{2}$ 45", 2 VENT'S ϕ 12", COAMING 3'0" HIGH, THICK $\frac{1}{2}$ 32", ALL COAMINGS E.W. TO DECKPLATING. PLANDECK: 2 DERRICKPOSTS, ϕ 1'7", PLATING $\frac{1}{4}$, DOUBLERS IN WAY OF DECKS $\frac{1}{2}$ 80 THICK, CARRIED UP TO 56'0" ABOVE THE 2ND F'LE DECK, ACTING AS VENT'S ON THE FACTORY SPACE; 2 DERRICKPOSTS AMIDSHIPS AS FORW., 2 DERRICKPOSTS AFT NEAR 2ND POOP DECK AS FORW. BUT ACTING ON FORW. BOILER ROOM. ALL DERRICKPOSTS E.W. TO DECKS WITH EFF. DOUBL. PLATES AND EFF. BRACKETED TO THE ADJACENT DECKHOUSES. 2 VENT'S (SB. AND PSIDE ONE VENT) OVER THE MIDDLE PUMPROOM AND ACTING ON SAME SPACE, STEEL COAMING, ϕ 35", 3'0" HIGH AND THICK $\frac{1}{2}$ 50, E.W. TO THE DECK WITH DOUBLER IN WAY. ALL VENT'S PROVIDED (EXCEPT DERRICKPOSTS) WITH WOOD PLUGS AND CANVAS COVERS FOR CLOSING THE OPENINGS.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

ALL CARGO TANKS PROVIDED WITH AIRPIPES ϕ 3 1/2", CONNECTED TO THE HATCHWAYS WITH A VALVE CHEST AND, CONNECTED TO A COMBINED AIRPIPE ϕ 4" LED ALONGSIDE THE DERRICKPOSTS TO APPROX. 56'0" ABOVE THE PLANDECK, OPENINGS OF PIPES PROTECTED WITH GAUZE DIAPHRAGMS. ALSO ONE EACH TANK ONE OVERFLOW GOOSENECK FITTED, ϕ 4", OPENING 3'3" ABOVE THE FACTORY DECK, GAUZE DIAPHRAGM. AFTER SHIP: FACTORY DECK: PSIDE ONE AIRPIPE ϕ 2" FROM DRYTANK UNDER FORW. BOILERS, GOOSENECK OPENING 1'8" ABOVE THE PLANDECK, SB. & PSIDE EACH: 5 AIRPIPES, VIZ. 2 PIPES FROM BUNKER, ϕ 4" FROM DB TANK ϕ 3 1/2", ONE PIPE FROM DB TANK ϕ 4" AND ONE AIRPIPE FROM D.B. COFFERDAM ϕ 2" GOOSENECK OPENING 1'8" ABOVE THE DECK. ALL REMAINDER AIRPIPES FROM D.B. TANKS, AIR TANK, ETC. CARRIED UP TO THE 2ND POOP DECK, GOOSENECKS, 1-8" AIRPIPES FROM BUNKERS PROVIDED WITH GAUZE DIAPHRAGMS. FORESHIP: AIRPIPES FROM FORW. COFFERDAM, FORW. DEPTANKS AND F.R. TANK ALL ϕ 3", LED TO 2ND F'LE DECK, GOOSENECKS OPENINGS 1'8" ABOVE THE DECK. ALL AIRPIPES PROVIDED WITH WOOD PLUGS WITH CHAIN ATTACHMENT FOR CLOSING THE OPENINGS.

Particulars of Gangway Cargo and Coaling Ports:— ON SB. & PSIDE EACH: ONE GANGWAY/PORT (Nº I) AND ONE CARGO/PORT (Nº II) IN SHELL-PLATING. DIM. Nº I: 4'0" x 4'0", SILL 1'2" ABOVE THE FREEBOARD DECK. Nº II: 2'8" x 1'8" SILL 2'8" PORTS CLOSED BY HINGED STEEL W.T. DOORS, STRONGLY CONSTRUCTED, SECURED BY BACKBARS AND TACKLES, THE LATTER SPACED 1'6" APART AND EFFICIENT.

Particulars of Scuppers and Sanitary Discharge Pipes:— SCUPPERS OF PLANDECK: TO OVERBOARD, STRINGER ANGLE CUT FLUSH WITH THE DECK STRINGER PLATE, THUS: $\frac{1}{2}$ x 3"



SANITARY DISCHARGE PIPES FROM ACCOMMODATIONS FORW. & AFT. LED TO OVERBOARD, IN AFTERSHIP OPENINGS IN SHELL LEVEL WITH LOADED WATERLINE. FORESHIP: OPENINGS ALL APPROX. 1'0" ABOVE THE FACTORY DECK, EXCEPT SCUPPER PIPES FROM REFRIGERATING SPACES (FACTORY DECK FORW.) WHICH ARE LED TO THE BILGE OF THE FORW. PUMPROOM. ALL SCUPPER PIPES OF STEEL AND TO SHELLPLATING PROVIDED WITH BRONZE OR CAST STEEL VALVE CHESTS WITH NON-RETURN VALVES.

Particulars of Side Scuttles:—

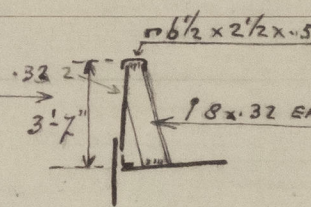
NONE SIDE SCUTTLES BELOW THE FREEBOARD DECK. SIDE SCUTTLES IN SHELLPLATING OF FORW. AND AFT. ACCOMM., BRONZE FRAMES WITH STRONG GLASSES, PROVIDED WITH STEEL HINGED DEADLIGHTS.

Vertical distance of Sill of lowest Side Scuttle above top of keel

33'2" = SILL OF GANGWAY PORT Nº I.

Particulars of Guard Rails:—

PLANDECK: PLAIN BULWARK: PLATING $\frac{1}{4}$ 32" OPEN RAIL ON 2ND F'LE DECK, 2ND POOP DECK AND BOATDECK, 3'6" HIGH WITH 3 RDS, EFF. CONSTRUCTED.



Particulars of Gangways, Lifelines, etc.:—

NONE FITTED.

Particulars of Freeing Arrangements.

	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well ... PLANDECK	279'0"	3'7"	10'0" x 1'0"	8	80	56
Forward Well ...						

State position of each freeing port ... (After Well:— AS PER SKETCH SILL 10" (F. and A. position and height above deck edge) Forward Well:—

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— ONE HORIZONTAL BAR FITTED, ϕ 1 1/4" DIVIDING THE OPENINGS IN 2 HALVES, 6" HIGH.

Additional area where sheer is less than standard.

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

		HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.							
		← FREEBOARD DECK →				← PLANDECK →			
Description of Hatchway	...	TO ALL CARGO TANKS	SB AND RS. SIDE BUNKERS AND FWD. COFFERDAM	RSIDE ONLY SETTLING TANKS	SB & RSIDE EACH 8'x2' FILLING H.W.	FWD. NEAR 2ND FLE BHD	AMID SHIPS NEAR ON RSIDE	FWD. OVER STORES	
Dimensions of Hatchway	...	5'-8" x 2'-5"	13"	2'-0" x 1'-7"	2'-0" x 1'-7"	3'-7"	5'-3" x 4'-0"	6'-0" x 4'-0"	5'-9" x 4'-0"
COAMINGS	Height above Deck	10"	6"	10"	10"	6"	FLUSH	ANGLE-CORNING	
	Thickness	.48	ANGLE-CORNING	ANGLE-CORNING	ANGLE-CORNING	ANGLE-CORNING		3"x3"x.40	
	Stiffeners	...	6"x3 1/2"x.32	10"x4"x.40	3"x3"x.32	10"x3 1/2"x.50	10"x3 1/2"x.50		
	Brackets, Stays	...	V						
HATCH BEAMS	Number	...							
	Spacing	...							
FORE AND AFTERS	Number	...							
	Spacing	...							
HATCH COVERS	Material	...	STEEL	STEEL	STEEL	STEEL	STEEL	STEEL	WOOD
	Thickness	...	.50	.50	.50	.50	.50	.85	3"
HATCH COVERS	How fitted	...	HINGED	O.T. BOLTED	O.T. BOLTED	O.T. BOLTED	HINGED	W.T. BOLTED	PORTABLE
	Bearing Surface	...	O.T.	O.T.	O.T.	O.T.	W.T.	W.T.	3 1/2"
Spacing of Cleats	...								NONE
Number of Tarpaulins	...								

*Are wood fore and afters steel shod at all bearing surfaces? —
 Are battens and wedges efficient and in good condition?
 Are tarpaulins in good condition and in accordance with rule requirements?
 Are lashings provided in accordance with rule requirements?

Particulars of any special features:— A TRUNKED HW. FROM 2ND FLE DECK, DIM. 15'-0" x 10'-0", HW. ON 2ND FLE DECK 7'-8" x 10'-0". STEEL HW. COAMING 3'-0" x .44 THICK, WOOD HATCHES 3" THICK, WITH BATTERING DOWN ARRANGEMENTS, ALL AS REQUIRED, IN TRUNK ON PLANDECK AN OPENING 6'-8" x 2'-5", SILL 5", CLOSED BY A HINGED STEEL N.W.T. DOOR, STRONGLY CONSTR. OPERATED FROM BOTH SIDES. A TRUNKED HW. 4'-7" x 2'-9" FROM PLANDECK TO FWD. PUMPROOM, OPENING 6'-8" x 2'-0", SILL 6" ON A-DECK, CLOSED BY A STEEL HINGED N.W.T. DOOR, STRONGLY CONSTRUCTED, MANIPULATED FROM BOTH SIDES. ON A-DECK (FWD) 2 SMALL HW'S (STEEL) OVER CHAINLOCKER 2'-0" x 1'-6", COAMING L 10x3x.40, PROVIDED WITH STEEL HINGED W.T. COVERS, EFF. SECURED BY WEDGES AND BATTENS, AS REQUIRED. " A-DECK (AFT) ONE HW. 5'-4" x 4'-0", STEEL COAMING L 10x3x.40, CLOSED BY WOOD COVERS, 3" THICK, BATTERING DOWN ARRANGEMENTS AT REQUIRED. ON PLANDECK (AFT IN 2ND POOPSPACE) 2 OPENINGS IN DECK FOR STAIRWAYS TO A-DECK BELOW, OPENINGS FLUSH WITH DECK. ENGINE & BOILER ROOM CASINGS: PLANDECK, 2 ENTRANCES ON RSIDE AND ONE ENTRANCE ON SB. SIDE ONE OPENING A-DECK (AFT) ONE ENTRANCE ON RSIDE, ALL OPENINGS 5'-5" x 2'-0", SILL 8", CLOSED BY STEEL HINGED N.W.T. DOORS, STRONGLY CONSTRUCTED AND MANIPULATED FROM BOTH SIDES. ON A-DECK (AFT): ONE OPENING IN DECK ON RSIDE FOR STAIRWAY TO SPACE BELOW, OPENING FLUSH WITH DECK. ON 2ND POOPDECK A TRUNKED HW. TO SPACE ABOVE A.P. TANK, DIM. 2'-0" x 2'-0", COAMING 2'-0" x .32, EFF. CLOSED BY A STEEL HINGED W.T. COVER. TONNAGE OPENINGS IN SHELLPLATING AFT OF FR. NO. (W.T. BHD FROM A.P. TANK TOP TO PLANDECK, ON SB & RSIDE ABREAST SLIPWAY), OPENINGS IN SHELLPLATING BEING CAPABLE TEMPORARILY CLOSED BY STRONG WOOD STORM-BOARDS, EFF. SECURED BY HOOKBOLTS NOT PASSING THROUGH THE SHELLPLATING. NOTE: ON ACCOUNT OF THE TRANSVERSAL STRENGTH OF THE STRUCTURE OF THE CONVERTED VESSEL THE HEAD OFFICE DECIDED BY ENDORSEMENT AT FIRST SURVEY AND AT SURVEYS FOR RENEWAL OF CERTIFICATE:— THE APPROVAL OF THE PLANS: THE MIN. FREEBOARD WHICH CAN BE ASSIGNED WILL CORRESPOND TO A SUMMER MOULDED DRAUGHT OF 31'-3".

The fittings and appliances are in accordance with the particulars shown on this form (or as now modified) and are in good condition.

C. H. McEwen.