

-7 NOV. 1966

Ship's Name SS/MS **POOLSTER** Port **Rotterdam**
 Processing Number: LR **—** Gross tons **12451** Rpt. No. **64219**
 Port of Registry **Den Helder** Date of build **8-'64** Is there a Rpt. 9? **yes**
 No. of visits **2** First date **30-8-'66** Last date **9-9-'66**
 Cert. B issued & copy herewith? **No** Damage rpt. issued & copy herewith? **No** Last rpt. (H.Q. only) **HQ 4433**
 Date of completing rpt. **17-10-'66** Surveyed at, if different from Port above **—**
 Safcon Cert. (ST) issued & copy herewith? **No** If surveyed in D.D. last date of examination **9-9-'66**
 Has a Load Line Survey been held? **No** Summer freeboard as verified **no freeboards assigned.**

State which additional Rpt. 8 is attached: (Cont); (A); (DR); (EQ); (Rig)

Survey fees **1 for services rendered** Damage fee **fl. 175,-** Expenses **fl. 9,-**
 S.A. fee

I have surveyed the above-named ship in accordance with the Rules for

Damage, A.S. & D.S.

Upon examination in dock the following damages were observed:

- Shell plates H7+8 and J6+7 p.s. from aft set. Same was attributed to collision with H.M. "Amsterdam" on 4-10-65
- Shell plate H6 s.s. from forward locally indented. Stated to have been sustained by collision with H.M. "Reeland" in April 1966. For further particulars please see log books.

The following done now:

- Shell plates H7+8 J6+7 released and faired. In way 2 shell longitudinals renewed; 2 shell webs part renewed.
- Shell plate H6 not affecting classification. Not dealt with.

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

I recommend, therefore, that this ship remain as classed with/without fresh record of dry docking.

this ship's class be withdrawn as requested by Owners.

For information of the Committee only.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the Interim certificate.)

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

see committee minute

4/11/66

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

CWO 27/11/66

†Condition

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Shell plating	} <i>good</i>	*Hatchways	} <i>good</i>
Sternframe		*Ventilators & air pipes	
Rudder		*Casings	
Was rudder lifted?	<i>no</i>	*Fiddley openings	} <i>good</i>
Plating, etc. in way of shell openings	<i>good</i>	*Skylights	
F.P. spaces	} <i>not examined</i>	*Flush deck scuttles	
Chain locker		*Deckhouses & companionways	
A.P. spaces		*Superstructures	
Engine space		*Side, bow & stern doors	
Boller space		*Side scuttles & deadlights	
Under E. & B.		*Ash shoots, etc.	
Coal bunker		Scuppers, discharges & valves	<i>good, valves not opened up</i>
Tunnel & well	} <i>good</i>	Guard rails & bulwarks	
Duct keel		Freeing ports	
Cement, asphalt, etc., on btm. shell		Gangways & lifelines	
Weather decks	<i>good</i>	Fittings & appliances for timber deck cargoes	} <i>not examined.</i>
Sounding pipes with doublers under	} <i>not examined</i>	Means of escape:	
Windlass		(a) machinery spaces	
Masts & standing rigging		(b) crew and passenger spaces	
Hand pumps & suction	(c) spaces in which crew normally employed	} <i>not examined.</i>	
W.T. doors	Communications between:		
Fire equipment	(a) bridge & eng. room		
Other items:		(b) bridge and alternative steering position	} <i>good-</i>
		Steering control systems (main and alternative)	
		Helm Indicator	
		Protection of aft steering wheel & gear	} <i>good-</i>
		Steering arrangements (main)	
		" (aux.)	

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date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

None (Navy-vessel)

EQUIPMENT:

Equipment letter
Fee ltr., if diff. from eqpt. ltr.
Anchors: No. on board *36*

Cables

State if ranged *not ranged*
Length on board *stated complete*
Mean dias. range from — to —
Rule length *2021*
Mooring ropes *sufficient*

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.

Rpt.

(cont.)

Ship's Name SS/MS *POOLSTER*

Port *Rotterdam* Rpt. No. *64219*

*We later were informed by the Owners
(Royal Dutch Navy, resp. Netherlands Government)
that our services were no longer required,
requesting the ship to be withdrawn
from class.*

L.D. Jonker
L.D. JONKER.

