

22. JAN. 1969

8961 N 4 98

Ship's Name ~~SS/MS~~ "BATAVIER". Port Groningen

Processing Number: LR 503797. Gross tons 448. Rpt. No. 6291.

Port of Registry Groningen. Date of build 1941-6 Is there a Rpt. 9? no; for particulars see this report.

No. of visits one. First date and Last-date 6-1-69

Cert. B Issued & copy herewith? yes Damage rpt. Issued & copy herewith? no. Last rpt. (H.Q. only) AMS 28380

Date of completing rpt. 15-1-69 Surveyed at, if different from Port above Delfzijl.

Safcon Cert. (ST) Issued & copy herewith? not appl. If surveyed in D.D. last date of examination ~~Delfzijl~~ 6-1-69

Has a Load Line Survey been held? no. Summer freeboard ~~not~~ verified yes.

State which additional Rpt. 8 is attached: ~~(CON)~~ ~~(TAX)~~ ~~(DR)~~ ~~(EQ)~~ ~~(RIG)~~

Survey fees	Damage fee	Expenses
Fl. 75.--	--	Fl. 8.--
		S.A. fee

*[Handwritten mark]*

I have surveyed the above-named ship in accordance with the Rules for Drydocking and Annual Survey.

Wear and tear repairs: Corrosion track in rudderplating repaired. A number of corroded bottomrivets in way of F.P.welded. s.s. bilgekeel partly renewed.

SRL: Specially examined indented stem and stemplating and p & s sideshellplating (icedamage). Same found efficient for the present and to be repaired at next drydocking at the occasion of the special survey (due 3-69). Found p & s A strake indented in several places, apparently due to grounding. Same to be specially examined and dealt with as necessary next special survey.

SRL.app.: Spec.exd. indented poopsideplating. Found same in efficient condition.

Propeller, O.G., gratings and fastenings examined and found good, // by meers  
*noten Polijman*

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. 1-69 and notation AS 1-69 // subject to indented stem- and stemplating and p & s sideshellplating (icedamage) and indented A strake plating p & s being specially examined and dealt with as necessary next special survey // (due 3-69).

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

WEDNESDAY 26 FEB 1969

Date of Committee

*Deferred for 1st Aug 3.69, subject.*  
DS 1.69  
AS 1.69

*[Signature]*  
A.J. Kraaijenbrink.

FOR CHAIRMAN  
CLASSN. CTTEE

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

	†Condition		†Condition
Shell plating	good	*Hatchways	good
Sternframe	good	*Ventilators & air pipes	good
Rudder	good	*Casings	good
Was rudder lifted?	no.	*Fiddley openings	none
Plating, etc. in way of shell openings	not exd.	*Skylights	good
F.P. spaces	not exd.	*Flush deck scuttles	none
Chain locker	not exd.	*Deckhouses & companionways	good
A.P. spaces	not exd.	*Superstructures	good
Engine space	good	*Side, bow & sterndoors	none
Boiler space	none	*Side scuttles & deadlights	good
Under E. <del>etc.</del>	not exd.	*Ash shoots, etc.	none
Coal bunker	none	Scuppers, discharges & valves	good
Tunnel & well	not exd.	Guard rails & bulwarks	good
Duct keel	none	Freeing ports	good
Cement, asphalt, etc., on btm. shell	not appl.	Gangways & lifelines	none
Weather decks	good	Fittings & appliances for timber deck cargoes	none
Sounding pipes with doublers under	not exd.	Means of escape:	
Windlass	good	(a) machinery spaces	not exd.
Masts & standing rigging	good	(b) crew and passenger spaces	not exd.
Hand pumps & suction	good	(c) spaces in which crew normally employed	not exd.
W.T. doors	none	Communications between:	
Fire equipment	Dutch cert. valid until 4-69	(a) bridge & eng. room	not exd.
Other Items:	Hold and tweendecks gen. exd. and found good.	(b) bridge and alternative steering position	not exd.
		Steering control systems (main and alternative)	not exd.
		Helm indicator	not exd.
		Protection of aft steering wheel & gear	not exd.
		Steering arrangements (main)	good
		" " (aux.)	good

†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

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:—

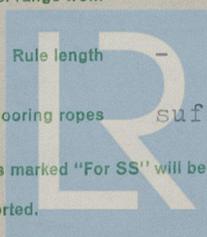
not appl.

EQUIPMENT:

Equipment letter	i	Cables	State if ranged	not ranged
Fee ltr., if diff. from eqpt. ltr.	-		Length on board	-
anchors: No. on board	3B 1S		Mean dia. range from	- to -
			Rule length	- Dia. -
			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.



© 2021

Lloyd's Register Foundation