

REPORT of SURVEY for REPAIRS, & DISCLOSED

BAY No.

Date of writing Report 4th NOV 1939 When handed in at Local Office 19

Port of GRONINGEN

No. in
Reg. Book.

Survey held at HARLINGEN

Date, First Survey AND

Last Survey 3rd NOV 1939

(No. of Visits ONE)

TONNAGE:—

Built at KRIMPEN 'D YSEL

By whom N.V. C. VANDER GIELEN

When 1939 11

GROSS 287

Owners SCHEEVAARTEN STEENKOLEN

Owners' Address ROTTERDAM

UNDER DEK 316

Managers

Port belonging to ROTTERDAM

NET 202

Surveyed Afloat or in Dry Dock? Afloat Name of Dock

Destined Voyage UNITED KINGDOM

WB=CellDBorDBa feet; u&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements)

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. 29639 Port ROT.

(Periodical Surveys, when held, must be reported in detail and serially 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.

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 DAMAGE.

THE VESSEL IS REPORTED TO HAVE DRIFTED ON THE GROUND IN THE APPROACH TO THE HARLINGEN HARBOUR AT 4¹⁰ P.M. ON THE 1ST NOV. 1939, WHILE IN BALLAST ON HER VOYAGE FROM ROTTERDAM TO HARLINGEN, DUE TO THE HORN NOT ANSWERING THE HELM WHEN ENTERING THE ABOVE WATERWAY.

FOR FURTHER PARTICULARS SEE LOGBOOK.

SOUNDINGS HAVE BEEN TAKEN IN MY PRESENCE, AFTER PENITANK AND BOTTOM OF SHIP IN MOTOR ROOM EXAMINED INTERNALLY AS FAR AS PRACTICABLE AND NO SIGN OF LEAKAGE OR DAMAGE COULD BE ASCERTAINED.

STEERING GEAR TRIED IN MY PRESENCE AND FOUND IN GOOD WORKING ORDER.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. 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	State if Tanks have been examined inside	Dblg. Plates under 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	Engine Room Skylights	Boats
Coamings	Bulkheads	Coal Bunkers, Openings, Lids, &c.	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Scuppers	Condition, how ascertained (State if wedges removed)
Outside Plating	Cement or Asphalt (State which)	Charge Hatchways	Sails
Breasthooks	Rudder	Hatches	Equipment letter
Transoms	Steering gear and its connections	Planking of Wood Vessels	Anchors, No. of
Frames	Windlass	Caulking ditto	Cables (State if now ranged)
Reverse Frames	Have Pumps now been examined and found efficient?	Treenails ditto	" length (on board) size
Longitudinals	Have Stille Valves now been examined and found efficient?	Breasthooks & Stemson ditto	" Rule length size
Transverses	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Hawser & Warps
Floors	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	Standing and Running Rigging
Keelsons		Ditto Ditto at other places ditto	
Stringers		Stringers, Clamps & Shells ditto	
Inner Bottom Plating		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 and ptd24, &c."

THE VESSEL IS IN A GOOD AND EFFICIENT CONDITION AND IN MY OPINION SHE IS ELIGIBLE TO BE CONTINUED AS CLASSED WITHOUT FRESH RECORD OF SURVEY SUBJECT TO THE VESSEL'S BOTTOM & RUDDER BEING EXAMINED IN DRYDOCK AT THE FIRST CONVENIENT OPPORTUNITY

Survey Fee (per Section 29)	£	Fees applied for, 4-11-1939
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 40.-	Received by me. 19
Travelling Expenses (if chargeable)	£ 6.-	
Second Surveyor's Fee (if any)	£	

Surveyor to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

Deferred for

Record-

Survey Delayed. Vessel, when last reported, in port in enemy occupation

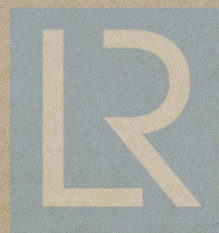
TUES. 15 FEB 1944

Lloyd's Register
ON RE-PRINT

W1044-0232

RETAIL

RETAIL



© 2020

Lloyd's Register
Foundation