

5c.10.40.

12 OCT 1945

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME "SINT PHILIPSLAND" Rpt. Rot. No. 29034a

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey 2nd. S.S. No. 3. due 6.41

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in of an inch.

M/M Box 10

STRAKE.	Original Thickness.	AMIDSHIP.				FORWARD.				AFT.				REMARKS.		
		Thickness by drilling.		Diminution if any.		Thickness by drilling.		Diminution if any.		Thickness by drilling.		Diminution if any.				
		Port.	Std.	Port.	Std.	Port.	Std.	Port.	Std.	Port.	Std.	Port.	Std.			
Bridge																
SPAR SHEER STRAKE	K	.58	.44	.44	.14	.14										
R&D	J	.52	.48	.46	.04	.06				.40	.40	.36	.04			
Strake below																
MAIN SHEER STRAKE	H	.52	.52	.48		.04	.40	.36	.38	.04	.02	.40	.38	.36	.02	.04
1st Strake below	G	.52	.50	.52	.02		.40	.34	.34	.06	.06	.40	.36	.36	.04	.04
2nd "	F	.52	.50	.50	.02	.02	.40	.34	.34	.06	.06	.40	.36	.36	.04	.04
3rd "	E	.52	.50	.50	.02	.02	.40	.36	.34	.04	.06	.40	.36	.36	.04	.04
4th "	D						.42	.36	.36	.06	.06	.42	.52	.52		
5th "																
6th "																
7th "																
8th "																
9th "																
10th "																
11th "																
12th "																

8 - No F  
 15-12 3/4 - 06 - m.  
 6-29 - 6d gland overhauled  
 1-28 " " removed  
 due to damage with ...

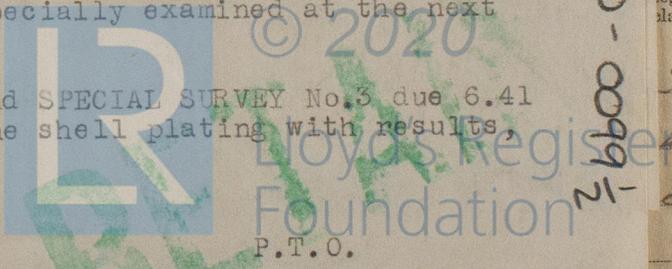
Drillings at ends to be made in the vicinity of the peak bulkheads.

The Committee decided at their meeting on the 28th March 1944 that this vessel's class should be omitted from the reprint of the Register Book in view of the fact that she was then in enemy occupied territory.

The ROTTERDAM Surveyors report (9.41) this vessel placed on slipway, and bottom coated, and on account of damage through sinking by explosives, fire, and preparations to refloat the vessel, renewals or repairs effected to shell, deck and tank top plating, frames, floors etc.

Shell plate G.7 (s.s.) which was repaired by the insertion of a shaped plate was recommended to be specially examined at the next dry docking.

The requirements of the 2nd SPECIAL SURVEY No.3 due 6.41 complied with including the drilling of the shell plating with results, as above, which are satisfactory.



W 1060 - 0099  
 21-6600

Sch. 3.40  
10. Rot. 11-3-129.

Repairs due to wear and tear effected to deck plating, frames, beams, etc.

IT IS SUBMITTED that in accordance with the Committee's decision of the 9th August last respecting vessels surveyed in enemy occupied countries the vessel's character be reinstated in the Register Book with record of docking survey 9.41 and notation of 2nd S.S.No.3 - 9.41 subject to shell plate G.7 (s.s.) being specially examined at the next dry docking.

Reinstate Class:

100A1 )  
9.41 Rot. ) Subject.  
S.S.Rot.2nd No.3-9.41 )

State if  
the Report  
is a  
First  
Entry

*COA*  
5-10-45  
T.F.H.

CARGO BATTENS NOT FITTED.

No amendment of tonnages.

This vessel is now classed with the GERMANISCHER LLOYD REGISTER.

*Sunk (war loss) 12.44 will be posted (per R. Dept)*

1060-0100



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Lloyd's Register

Foundation

signed a  
to verifie  
Vada  
no. 3.  
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*... (s.s.) to be specially examined next docking.*