

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23-9-41

When handed in at Local Office 10

Port of Rotterdam

No. in
Reg. Book.

Survey held at Bolnes

Date, First Survey 6-3-41

Last Survey 23-9-1941

(No. of Visits 10)

on the Wood, Iron or Steel ss. "SINT PHILIPSLAND"

Tonnage:-

GROSS 2275

UNDER DEK 1754

NET 1424

Built at Rotterdam

By whom W. J. van der Rijk & Co

YEAR.

MONTH.

When 1916

9

Owners Scheepvaart in Steenkolen Nij. Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to Rotterdam.

Surveyed Afloat or in Dry Dock?

Name of Dock Boek's Slipway

Destined Voyage

Cell DBor DBa

feet; uE&B

feet; f

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.

Last Report, No. 28977. Port Rot.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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

Yes, to Bureau's

Society's Freeboard (if assigned) as painted on Ship and now verified 2 ft 1/4 ins.

Superintendent, not required

Was a damage report made by anyone else? If so, by whom? Underwriter's Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

damage and 2nd Special Survey No. 3.

The vessel is reported to have sustained damage through the following casualties:

1. Sinking by means of explosives at Surinam on the 18th May 1940.
2. Fire in the bridge deckhouses and on the aft deck on the 18th May 1940, probably caused by incendiary bombs.
3. Preparation to refloat the vessel (Vessel refloated 12-2-41)

The following repairs have been effected in connection with these casualties.

1. No. 1 hold Starboard side

Shells late D shake No. 2 removed

P.S.C.S.

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	6	10		5		4	8	Upper & lower bridge completely
Removed and Faired or Repaired	2							
Faired or Repaired in place	2					2		

PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	(State if on Plate)
Caulking of Decks		Ceiling		Coal Bunkers, Openings, Covers, &c.		When fitted, Month	Year
Coamings		Cement or Asphalt		Oil Bunkers		Boats	good
Beams & Fastenings		Rudder		Scuppers		Masts, Yards, &c.	
Outside Plating		Steering gear and its connections		Cargo Hatchways		Condition, how ascertained	examined
" " in way of sidelights		Windlass		Hatches		(State if wedges removed)	
Frames		Have pumps been examined and found efficient?	Yes, good	Planking		Equipment letter	
Reverse Frames		Have Sluice Valves been examined and found efficient?	Yes, good	Caulking		Anchors, No. of	3 B 1 S 1 R
Longitudinals		Have Watertight Doors been examined and found efficient?	Yes, good	Treenails		Cables (State if now ranged)	
Transverses		Have Ventilators and their Coamings been examined and found efficient?	Yes, good	Breasthooks & Stemson		" length	240 mean diam. 13/16
Floors		Air and Sounding Pipes	good	Transoms, Pointers & Crutches		" (on board)	240 size 13/16
Keelsons		Doubling Plates under Sounding Pipes		Timbers of Frame at openings		" Rule length	240 size 13/16
Stringers				" " at other places		Chain Locker	good
Inner Bottom Plating				Stringers, Clamps & Shelves		Hawsers & Warps	sufficient
Have the Tanks been examined internally?	Yes			Salting	(State if examined.)	Standing and Running Rigging	good
Have the Tanks been tested?						Sails	

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

The vessel is in a good and efficient condition and eligible in our opinion to be continued as classed and to have record of Survey 9-41 and the notation of 2nd S.S. No. 3-9-41, subject to the welded piece in shells late G 4 (s.s.) to be specially examined next docking.

Survey Fee (per Section 20) 224.00

315:-

Special Damage or Repair Fee (if any)

460.-

Travelling Expenses (if chargeable)

16.-

Second Surveyor's Fee (if any)

2

Fees applied for,

17.9.1941

Received by me,

26.9.1941

Surveyor to Lloyd's Register of Shipping

Committee's Minute

TUES. 16 OCT 1945

Character Assigned

No action

Note 18



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Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

and "Sint-Philips land."

* The existing wooden deck have been partly renewed or recaulked, in the bridge space all of the wooden deck renewed. The ceiling and timber in all holds have been renewed; windlass and steering gear completely overhauled and made good.

Nº 3 Casualty.

For refloating the vessel holes have been burnt in the Nº 2 hatch way coamings to attach a wooden bulk. These holes have been cleaned and electrically welded. The edges of a large hole in the starboard shellplate of strake Nº 7 have been recd out and a shaped plate has been welded in and specially examined. The whole plate was not renewed because of lack of material. It has been recommended to specially examine the welding near docking.

2nd Special Survey Nº 3.

The vessel has been placed on ship way, bottom and rudder cleaned and examined, rudder lifted for examination and retanked, all found or made in good conditions and recoated.

Holds, engine and boiler space, fore and after peaks and bunks cleaned for examination, all ceiling removed in holds and bunks and frames, floors, brackets, stringers, breast hooks, beams, bulkheads and stiffeners, boiler heaters and all other parts thoroughly cleaned, sealed, made free from oxidation and examined right fore and aft, all casings round pipes exposed and all parts recoated where required.

The shellplating has been carefully examined both inside and outside, the strakes of plating clear of cement have been drilled, thicknesses ascertained and the results tabulated in the following list:

	M.	ENDS	← in ship →					
			P.	S.	P.	S.	P.	S.
			A	A	M	M	F	F
Bridge	.52				.44	.44		
B.G. shell	.52	.40	.40	.36	.40	.46		
Peak shell	.52	.40	.38	.36	.52	.48	.36	.38
1 st bilge	.52	.40	.36	.36	.50	.52	.34	.34
2 nd bilge	.52	.40	.36	.36	.50	.50	.34	.34
3 rd bilge	.52	.40	.36	.36	.50	.50	.36	.34
4 th bilge	.50	.42	.52	.52			.36	.36

Edges and butts not
washed, smeared and
caulking found good.

All double bottom tanks and fore and after peak tanks cleaned and examined internally, cement washed or coated, found in good condition.

S.S. "Sint-Philips land."

in good condition, tested by a head of water as required and found or made tight.

Decks examined and found or made good, windlass overhauled, masts, spars, general equipment and rigging examined and found or made in order, anchors examined and made workable. Chain cables ranged with shackles unlocked and all found complete and in good condition, chain locker examined, found good and coated.

Hatchways examined with beams and hatches in position and found or made good and complete.

Steam steering gear, its connection, rods, chains, blocks, rudder, quadrant and hand steering gear overhauled, examined and made good. Steering gear and windlass tested under steam and found in good working order.

Shell plating under side lights carefully examined by hammering and found good, ceiling removed where fitted. Pumps, w.t. doors, air and sounding pipes and ventilator coamings overhauled, examined and found or made good, doubling plate under sounding pipes good. X

Repairs in connection with 2nd S.S. N° 3.

The stringer plate round the wooden deck on the fore-castle has been completely doubled. Escape hatches fore and aft and 2 ventilator coamings of N° 1 Hold renewed. On fore and aft deck 24 bulwark stanchions renewed and 21 faired.

The hatch beam ends of all hatchways faired, repaired or renewed and the beams faired and repaired as necessary. A large number of hatches supplied.

Fore and aft coamings of all hatchways faired in place or removed, faired and replaced.

Fore and aft top plates round chimney completely renewed and on the aft deck 2 deck plates renewed. Steering gear covers part by renewed.

A large number of wasted shell rivets have also been renewed.

N° 1 Hold.

Both sides of frames faired and in all 19 frames doubled by riveted straps. 2 panting beams + 1 stanchion faired.

2 angles of upper stringer renewed.

1 plate of bulkhead 1 - 2 renewed, 1 plate part by doubled and all stiffeners faired.

Under N° 1 which 1 beam faired, 2 beams reinforced by \cap and 6 brackets renewed.

N° 2 Hold.

7 frames s.s. and 2 frames p.s. faired. W.t. bulkhead 1 plate