

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5/9/40 When handed in at Local Office 6/9/40 Port of LIVERPOOL
 No. in Survey held at Birkenhead Date, First Survey 22/8/40 Last Survey 26/8/40 1940
 Reg. Book. (No. of Visits 2)

81248 on the Wood, Iron or Steel Ship "PENNLAND"

TONNAGE: Built at Belfast By whom Harland & Wolff, Ltd. When 1922
 GROSS 16381 Owners Nederl-Amerik Stoom Maats Owners' Address
 UNDER DK 12844 Managers Holland Amerika Lijn (if not already recorded in Appendix of Register Book).
 NET 9795 Port belonging to Rotterdam

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Bidston Destined Voyage ✓
 Cell D B or D B a feet; W&B feet; f
 total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port

(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

Society's Freeboard (if assigned) as painted on Ship and now verified 9.6 15 ft. 3 1/2 ins.

Was a damage report made by anyone else? if so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR General Examination

Vessel afloat. In accordance with the letter received from the Netherlands Shipping and Trading Committee Ltd carried out a general examination as follows:— Above water hull and midship, decks, 'tween decks, erections, deck houses, casings, coamings, hatchways, accommodation spaces, masts, rigging, boats, steering gear arrangements, windlass, anchors, general equipment, holds clear of cargo ballast, upper peak spaces, engine and boiler spaces, under boilers, oil fuel bunkers externally, tunnels and pipe passage, and refrigerated machinery space forward of boiler rooms. No peak tanks, S.B. tanks, deep tanks or oil fuel bunkers were accessible for examination. The above water portion of the hull and the interior structure were well coated with

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates	Dk. Plates.	Other Items:—
Renewed								
Removed and Paired or Repaired								
Paired or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>good</u>	Bulkheads <u>when offered good</u>	Engine Room Skylights <u>good</u>	Copper, or Y.M. <u> </u> (State if on Pett.)
Caulking of Decks <u>✓</u>	Ceiling <u>✓</u>	Coal Bunkers, Openings, Covers, &c. <u>✓</u>	When fitted, Month <u> </u> Year <u> </u>
Coamings <u>✓</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>good</u>	Beats <u>good</u>
Beams & Fastenings <u>✓</u>	Rudder <u>✓</u>	Scuppers <u>✓</u>	Masts, Yards, &c. <u>✓</u>
Outside Plating <u>when offered</u>	Steering gear and its connections <u>good</u>	Cargo Hatchways <u>✓</u>	Condition, how ascertained <u>from deck</u> (State if wedges removed.)
" " in way of sidelights <u>✓</u>	Windlass <u>✓</u>	Hatches <u>✓</u>	Equipment letter <u>✓</u>
Frames <u>when offered</u>	Have pumps been examined and found efficient? <u>no</u>	Planking <u>✓</u>	Anchors, No. of <u>3/16 15</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	Cables (State if now ranged) <u>no</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>no</u>	Treenails <u>✓</u>	" length <u> </u> mean diamr. <u>✓</u> (on board)
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson <u>✓</u>	" Rule length <u>✓</u> size <u>✓</u>
Floors <u>✓</u>	Air and Sounding Pipes <u>good</u>	Transoms, Pointers & Crutches <u>✓</u>	Chain Locker <u>✓</u>
Keelsons <u>✓</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Timbers of Frame at openings <u>✓</u>	Hawsers & Warps <u>sufficient</u>
Stringers <u>when offered good</u>		" " at other places <u>✓</u>	Standing and Running Rigging <u>good</u>
Inner Bottom Plating <u>when offered</u>		Stringers, Clamps & Shelves <u>✓</u>	Sails <u>✓</u>
Have the Tanks been examined internally? <u>no</u>		Salting <u> </u> (State if examined.)	
Have the Tanks been tested? <u>no</u>			

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."

This vessel, so far as now seen, is in an efficient condition and eligible in my opinion for record in the Register Book Examined L.R. (8.40)

Survey Fee (per Section 20) 16 : 0 : 0
 Special Damage or Repair Fee (if any) 1 : 1 : 0
 Travelling Expenses (if chargeable)
 Second Surveyor's Fee (if any)

Fees applied for, 6 SEP 1940

Received by me,

A. S. Jackson
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 1 SEP 1940

Character Assigned EXAMINED L.R. 8.40.

W. H. H. & Trade Com.

W111-0094



© 2020

Lloyd's Register Foundation

