

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12-6-1941 When handed in at Local Office 12-6-1941 Port of SWANSEA
 No. in Survey held at SWANSEA Date, First Survey 20-3-41 Last Survey 27-5-1941
 Reg. Book. 81268 on the Wood, Iron or Steel PENDRECHT (No. of Visits 29)
 TONNAGE:— Built at ROTTERDAM By whom NV ROTTERDAM DROOGD. When 1939 6
 GROSS 10446 Owners NV MAATS MOTORSHIP "PENDRECHT" Owners' Address MAATS.
 UNDER DEK. 9642 Managers N.V. PHS. VAN OMMEEREN'S SCHIPBEDRIJF Port belonging to ROTTERDAM
 NET 6344

Surveyed Afloat or in Dry Dock? 27 Name of Dock Palmers Destined Voyage
 WB=CellDBorDBa. feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
 total capacity tons. FPT tons; APT tons; MT feet tons. } 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. 21252 Port Gk

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 Not Required

Society's Freeboard (if assigned) as painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? Salvage Association

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained
through enemy action on 18th Dec. 1940. (torpedo)
Vessel placed in dry dock and examined.

Found:— In way of H^o 4 tank. Shell plating and framing on starboard side from "D" stake to stake below sheerstrake blown away except for about 15'-0" at fore end of tank, which was store in towards after side of bulkhead at fore end of tank. "C" & "D" stakes of shell plating on starboard side were found inclined towards longitudinal bulkhead. Shell plating on port side pitted in two places and bulged outwards in a number of places. P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>Efficient</u>	State if Tanks have been examined inside <u>Yes</u>	Dbing. Plates under Sounding Pipes <u>✓</u>	Copper, or Y.M. of Wood Vessels <u>✓</u>
Caulking of Decks <u>Efficient</u>	State if Tanks now tested <u>No</u>	Engine Room Skylights <u>Good</u>	(State if on Feet). When put on, Month <u>✓</u> Year <u>✓</u>
Coamings <u>Good</u>	Bulkheads <u>Good except in way of damage</u>	Coal Bunkers, Open'gs, Lids, etc. <u>✓</u>	Boats <u>Good</u>
Beams & Fastenings <u>✓</u>	Ceiling <u>✓</u>	Scuppers <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Outside Plating <u>Efficient</u>	Cement or Asphalt (State which.) <u>✓</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained <u>From Deck</u>
Breasthooks <u>✓</u>	Rudder <u>Good</u>	Hatches <u>Good</u>	(State if wedges removed) <u>✓</u>
Transoms <u>Good except in way of damage</u>	Steering gear and its connections <u>Good</u>	Planking of Wood Vessels <u>✓</u>	Sails <u>✓</u>
Frames <u>Good</u>	Windlass <u>Good</u>	Caulking ditto <u>✓</u>	Equipment letter <u>gt</u>
Reverse Frames <u>✓</u>	Have Pumps now been examined and found efficient? <u>✓</u>	Treenails ditto <u>✓</u>	Anchors, No. of <u>3B & 15</u>
Longitudinals <u>Good</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Breasthooks & Stemson ditto <u>✓</u>	Cables (State if now ranged) <u>No</u>
Transverses <u>Good</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	Transoms, Pointers, & Crutches ditto <u>✓</u>	" length <u>Stated</u> size <u>✓</u>
Floors <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Good</u>	Timbers of Frame at openings ditto <u>✓</u>	" Rule length <u>Complete</u>
Keelsons <u>Good</u>		Ditto Ditto at other places ditto <u>✓</u>	Hawser & Warps <u>Good</u>
Stringers <u>Good</u>		Stringers, Clamps & Shells ditto <u>✓</u>	Standing and Running Rigging <u>Good</u>
Inner Bottom Plating <u>✓</u>		Salting (State if examined.) <u>✓</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 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 ptND24, &c."

This vessel is eligible in our opinion to remain as classed without fresh record of survey subject to further repairs being effected in way of after tanks and starboard oil-fuel bunker on completion of contemplated voyage to a North American port.

Survey Fee (per Section 29)	£	Fees applied for, <u>29-5-1941</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£ <u>68 : 5 : 0</u>	Received by me. <u>19</u>
Travelling Expenses (if chargeable)	£	
Second Surveyor's Fee (if any)	£	

Committee's Minute Mahy

Character Assigned Deferred

Outchell Wink J.V.S. (1000/11 &c)

"LICENCE CASE"

TUE. 1 JUL 1941

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

PENDRECHT

Temporary Repairs Now Done.

In way of No 7 tanks

Floors 50" thick fitted on starboard side about 3'6" apart
extending from C + D strakes to upper turn of bilge and
welded to existing C + D strakes.

Wets 36" x 50" fitted on Nos 55 & 59 transverse on starboard side bracketed to floors at bottom and deck transverse at top.

Face angles on webs $3\frac{1}{2}'' \times 3\frac{1}{2}'' \times .50''$ O.A. Web frame shell connections $6'' \times 6'' \times .50''$. Floor shell connections $4'' \times 3\frac{1}{2}'' \times .50''$

Side longitudinals 11" x 3½" x .62" butt angles spaced about 3'-0" apart fitted between tops of floors and strake below

shutstrake on starboard side bracketed to existing shell plating at forward and after end of tank.

Side Longitudinals fitted continuous through and riveted to angle stiffeners on web frames.

Double channel pillars fitted at centre line on Nos 55 & 59
transverse and bracketed to centre girder at bottom and
wash plate below upper deck at top.

Pillars braced with 12" channels.

Wood shore fitted on N^o 55 transverse between upper deck and bottom transverse in way of longitudinal bulkhead on starboard side.

Bracket fitted connecting existing lower part of longitudinal bulkhead on starboard side to forward bulkhead of after cofferdam.

Between existing C stroke of bottom shell and stroke below sheerstroke on starboard side new shell plating was fitted as follows:- One stroke .50" thick connected to existing C stroke. Four longitudinal strokes .75" thick for longitudinal strength with the first stroke connected to .50" stroke and the latter stroke extending above upper turn of bilge.

Between the latter strake and existing strake below sheerstrake
vertical plating 38" thick.

Two welded doublings fitted on side shell plating on port side where side shell pierced.

Welded doubling fitted on transverse bulkhead at fore end of tank where pierced in wing tank on starboard side.

Keel did doubling fitted on starboard side of upper deck
where pierced. Side shell on starboard side hose tested

It is proposed to make further temporary or permanent repairs on completion of contemplated voyage.

5m,11,37. (MADE IN ENGLAND.)

W1155-0122²/₂

1.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Longitudinal bulkhead plating and stiffening on starboard side, except for about 13'-0" at fore end of tank and 8'-0" at bottom blown away. Longitudinal bulkhead on port side pierced and torn in a number of places.

Bottom transverses in center tank and brackets to longitudinal bulkhead on starboard side buckled. Bottom transverses in wing tanks on starboard side buckled and torn.

Wash plate below upper deck at centre line buckled and torn. Stiffeners and horizontal girders on transverse bulkhead at fore end of tank buckled.

O.T. Transverse Bulkhead at fore end of tank pierced in way of wing tanks on starboard side.

Deck transversely buckled and torn.

Forward transverse bulkhead of after cofferdam pierced and blown away in way of longitudinal bulkhead on starboard side.

Upper deck severely buckled and torn on starboard side

In way of after oil Fuel Bunker Starboard Side

Side Stringer brackets to after cofferdam bulkhead and upper girder on longitudinal bulkhead buckled after cofferdam bulkhead in way of wing tanks "set back"

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

Brackets connecting bilge longitudinals on starboard side to forward side of transverse bulkhead at fore end of No 4 tank trucked.