

26 JUL 1935

No. 23824

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23-7-35 When handed in at Local Office 19

Port of Rotterdam

No. in
Reg. Book.

Survey held at Rotterdam

Date, First Survey 17-6-1935

Last Survey 10-7-1935

(No. of Visits)

23

YEAR.

MONTH.

TONNAGE:-

Built at

Glasgow

By whom

Russell & Co.

When 1910

GROSS 5488

UNDER DK. 5168

NET 3445

Owners

N.V. Schepstraat Maats. Milling

Owners' Address

Rotterdam

Managers

G. A. Splidhoff

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

Port belonging to

Rotterdam

Surveyed Afloat or in Dry Dock?

Afloat

Name of Dock

Wijf. Waalhaven

Destined Voyage

WB=CellDBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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.

2017

Port

Rag

(Periodical Surveys, when held, must be reported in detail and seriatim 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. 11.20-6-1935

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

103 cm. inc.

not required

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

Underwritten surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR

survey of damage repairs and 2nd Spec. survey N°3.

The vessel is reported to have been aground on the 11th of March 1935 at Hamansheet. For further particulars see Logbook. The vessel has been placed in drydock bottom and under cleaned examined found or made in good condition and recoated.

The following damage repairs have been carried out:

On Starboard side removed, faired and replaced. A shake plates N°4+5 B shake plates N°5+6

Faired in place B shake plate N°4, C shake plate N°4.

Faired in place keelplates N°4+5+6

see continuation sheet N°1

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	4	Bottom						
Removed and Faired or Repaired	75	42		71				
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	yes	Air and Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	(State if on Felt).
Caulking of Decks	"	State if Tanks now tested	yes	Dbing. Plates under Sounding Pipes	"	When put on, Month	Year
Coamings	"	Bulkheads	good	Engine Room Skylights	"	Boats	good
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"	Masts, Yards, &c.	good
Outside Plating	"	Cement or Asphalt (State which.)	"	Oil Bunkers	"	Condition, how ascertained	aloft
" " in way of sidelights	"	Rudder	"	Scuppers	good	(State if wedges removed)	yes
Breasthooks	"	Steering gear and its connections	"	Cargo Hatchways	"	Sails	"
Transoms	"	Windlass	"	Hatches	"	Equipment letter	Z
Frames	"	Have Pumps now been examined and found efficient?	good	Planking of Wood Vessels	"	Anchors, No. of	3 B + 10 h
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	good	Caulking	ditto	Cables (State if now ranged)	yes
Longitudinals	"	Have Watertight Doors now been examined and found efficient?	good	Treenails	ditto	" length 2 7/8 mean diamr 2 3/16	(on board)
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	good	Breasthooks & Stems	ditto	" Rule length 2 7/8 size 2 1/4	
Floors	good			Timbers of Frame at openings	ditto	Hawser & Warps	sufficient
Keelsons	"			Ditto Ditto at other places	ditto	Standing and Running Rigging	efficient
Stringers	"			Stringers, Clamps & Shells	ditto		
Inner Bottom Plating	"			Salting	ditto		

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."

This vessel is in a good and efficient condition and in our opinion eligible to be continued as classed with fresh record of survey 7-35 and notation 35 Prot N°3-7-35 and to be exempted for the items mentioned in the Special Reasons List.

Survey Fee (per Section 20) 2 nd Spec. N°3	£	350.00
Special Damage or Repair Fee (if any)	£	100.00
Travelling Expenses (if chargeable)	£	17.50
Second Surveyor's Fee (if any)	£	

Fees applied for,

2.5 7.19.35

Received by me,

6.8.1935

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

WED. 7 AUG 1935

Character Assigned

100A1 Spar Dk without

spec. cons?

57.35

2nd N°3-7.35

+LMC 7.35 subject

CERTIFICATE WRITTEN 7.9.35

Lloyd's Register Foundation

W 137-00 26/11/32

Sheet N° 1.

 $\frac{3}{5}$ "WILLEMSPLEIN"

In double bottom tank N° 1, on Starboard side.

18 floors faired in place and vertical stiffeners fitted on each.
On Port side in same tank 12 floors faired in place and vertical stiffeners fitted on each.

In double bottom tank N° 3 on Starboard side 9 floors faired in place with 21 bottom frames and 2 intercostal plates. A number of internal rivets renewed.

On Port side in same tank 9 floors faired in place with 21 bottom frames and 5 intercostal plates. A number of internal rivets renewed.

In double tank N° 4 on Starboard side. 13 floors faired in place and vertical stiffeners fitted on each.

On Port side in same tank 10 floors faired in place and vertical stiffeners fitted on each.

On completion of repairs all double bottom tanks tested by a head of water as required by the Rules and found sound and tight.

A few minor repairs have been carried out.

2nd Special Survey N° 3

The vessel has been placed in drydock, bottom and hull cleaned, examined, found as made in good condition and recoated.

Condition of shell found good, drillings have been taken and found as per drilling sheet which is attached herewith. Holds, decks, engine and boiler space, fore and afterpeaks, bunkers cleared and cleaned for examination, all ceilings removed in holds and bunkers and frames, floors, brackets, stringers, breasthooks, beams, bulkhead plating and stiffeners and all other parts thoroughly examined right fore and aft.

All casings round pipes exposed and all parts recoated where required. All double bottom tanks, afterpeak tank and deep tank examined internally, cleaned, cement washed or coated, made or found in good condition and tested by a head of water as required by the Rules and found sound and tight. Windlars overhauled, masts, spars, rigging and general equipment examined, found good. Breeches and chain cables ranged, shackles unlocked, examined found good and complete.

see continuation sheet N° 2

Sheet N° 2

 $\frac{5}{8}$ " WILLEMSPLEIN "

Chainlocker examined, cleaned and recanted.

Hatchways with hatches in position found as made good. Steamsteering gear, its connections and handsteering gear overhauled, examined and made good.

Steering gear and windlars tested under steam and found in working condition.

Plating under sidelights carefully examined and found good. Pumps, watertight doors, air and sounding pipes and ventilator coverings overhauled, examined, found as made good. Doubling plates under sounding pipes good.

Trueboard marks verified and found correct.

Wear and tear repairs

Top of deep tank on Port side 4 deckplates and on starboard side 3 deckplates renewed, further on starboard side 3 plates efficiently doubled.

2 deckbeams with brackets renewed, 6 brackets on wash bulkhead renewed. 3 stiffeners on afterbulkhead renewed.

On Port side in deep tank one tanktop plate of double bottom renewed. In tween deck bunker on Port side of main deck 3 plates renewed one web frame cropped. On main deck brackets to 41 frames fitted.

In tween deck bunker on starboard side of main deck one deckplate and one deckplate partly renewed and one plate efficiently doubled. On main deck brackets to 39 frames fitted.

On starboard side in lowerbunkers 5 deckplates renewed.

Bottom part of ashhoof efficiently doubled.

On Port side in lowerbunkers 5 deckplates renewed.

In hold N° 1. 64 bilgebrackets reinforced with horizontal lugs.

In hold N° 2. 74 bilgebrackets reinforced with horizontal lugs.

In hold N° 3. 25 bilgebrackets reinforced with horizontal lugs.

Endcanning of hatches N° 1 and 2 of tween deck paired in place.

In poop deck 5 plates renewed and wood deck completely renewed.

Wood deck of boat deck partly renewed.

Print of the midship section showing the original scantlings of this vessel is attached herewith.