

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23 July 1935 When handed in at Local Office 19 Port of Rotterdam

No. in Survey held at Rotterdam Date, First Survey 17-6-1935 Last Survey 10-7-1935

Reg. Book. 36506 on the ~~Wood, Iron or Steel~~ P/L WILLEMSPLEIN (No. of Visits 23)

TONNAGE: - Built at Glasgow By whom Russell & Co. When 1910

GROSS 5489 Owners N.V. Schepstraand Maats. Milling Owners' Address Rotterdam

UNDER DK. 5168 Managers G.A. Splishoff Port belonging to Rotterdam

NET 3445 Surveyed Afloat or in Dry Dock? Afloat Name of Dock Waf. Waalhaven Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted 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. 2017 Port Nag

(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 yes

CHARACTER. &c. for Special Survey Date of last Survey and of Periodical Surveys.	Years Assigned or expired	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1-4.34		+LMC
Spar deck		B.S. 1134
V.C. ROT. NO. 3-423		M.S. '031
V.C. ROT. NO. 2-32		T.J. seen 5.32

Society's Freeboard (if assigned) as painted on Ship and now verified 103 mm 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 Hainansheet. For further particulars see Logbook. The vessel has been placed in drydock bottom and rudder 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. <i>Cotton</i>	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired	4							
Faired or Repaired in place	25	42		71				

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Feet). When put on, Month Year
Decks <i>good</i>	yes	<i>good</i>	
Caulking of Decks	yes		
Coamings	<i>good</i>		Boats <i>good</i>
Beams & Fastenings			Masts, Yards, &c. <i>good</i>
Outside Plating			Condition, how ascertained <i>aloft</i>
" " in way of sidelights			(State if wedges removed) <i>yes</i>
Breasthooks			Sails <i>V</i>
Transoms			Equipment letter <i>Z</i>
Frames			Anchors, No. of <i>3 R + 10 h</i>
Reverse Frames			Cables (State if now ranged) <i>yes</i>
Longitudinals			" length <i>270</i> mean diam. <i>2 3/16</i>
Transverses			" Rule length <i>270</i> size <i>2 1/16</i>
Floors <i>good</i>			Hawser & Warps <i>sufficient</i>
Keelsons			Standing and Running Rigging <i>efficient</i>
Stringers			
Inner Bottom Plating			

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 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 SS Prot N°3-7-35 and to be expunged for the items mentioned in the Special Reasons list.

Survey Fee (per Section 20) 2nd spec. N°3 £/s : 350.00 Fees applied for, 2.5.7.1935
Special Damage or Repair Fee (if any) £/s : 100.00 Received by me, 6.8.1935
Travelling Expenses (if chargeable) £/s : 17.50
Second Surveyor's Fee (if any) £/s :
Surveyor to Lloyd's Register of Shipping. J.B. Wilmey

Committee's Minute WED. 7 AUG 1935 Character Assigned 100A1 Spar Dk without spec. 2nd N°3-7.35; +LMC 7.35 subject



W 137-00 261132

Sheet N° 1.

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

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

10 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
udder cleaned examined found or 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, after
peak 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
Rochas and chain cables ranged, shackles unlocked
examined found good and complete

see continuation sheet N° 2

Sheet N^o 2 $\frac{5}{8}$ " WILLEMSPLEIN "

Chainlocker examined, cleaned and recoated.

Hatchways with hatches in position found or 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 or made good. Doubling plates under sounding pipes good.

Treeboard 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.

1 deckbeams with brackets renewed, 6 brackets on wash bulkhead renewed. 3 stiffeners on after bulkhead 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 lower bunkers 5 deckplates renewed.

Bottom part of ashhoop efficiently doubled.

On Port side in lower bunkers 5 deckplates renewed

In hold N^o 1. 64 bilgebrackets reinforced with horizontal lugs

In hold N^o 2. 74 bilgebrackets reinforced with horizontal lugs.

In hold N^o 3. 25 bilgebrackets reinforced with horizontal lugs.

End coaming of hatches N^o 1 and 2 of tween deck fixed 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.

Lloyd's Register
Foundation
W131-0026(3/3)