

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15-9-1952 When handed in at Local Office 19 Port of Rotterdam
 No. in Survey held at Wassenaar O. Date, First Survey 26th Aug Last Survey 4th Sept 19 52
 Reg. Book. 78714 on the Wood, Iron or Steel mlr. R.P.S. (No. of Visits 3)

TONNAGE: — Built at Laandam By whom N. J. Laanb. Schep. 6. Maats. When 1951 MONTH 2
 GROSS 570 Owners N. J. Laanb. Kolmentale Owners' Address (It not already recorded in Appendix to Register Book)
 UNDER DK. 415 Managers Port belonging to Rotterdam
 NET 335

Surveyed Afloat or in Dry Dock Slipway Name of Dock Arnhem. Kana. Ost. Destined Voyage Highsea
 Cell DBor DBa feet; uE & B feet; f feet; f
 total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.
 N.B.—All alterations in the existing records should be underlined.
 Last Report, No. 34365 Port ROR

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 to Owners.
but not required Was a damage report made by anyone else? if so, by whom? Under Survey
 Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Survey & Repair. Under Survey
This ship was reported to have sustained damage due to the following Casualties:
Touching bottom and Quaywall while entering port of Rotterdam
on June 12. 1952

The ship has been placed on slipway, bottom and rudder cleaned, examined and found stem plating (soft nose) locally indented, port bilge plate locally indented approx. amidships and both bilge keels locally bent.
The following repair carried out in connection with the above:
Soft nose stem locally faired in place and adjacent shell plate SB. F. 1.
Port bilge plate C. 5 locally faired in place. Bilge keels faired as necessary.
Further the following repair carried out: Rudder and rudderhead reshipped p.t.c.

SUMMARY OF DAMAGE REPAIRS: Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:—
 Renewed ...
 Removed and Faird or Repaired
 Faird or Repaired in place ...

PRESENT CONDITION OF THE
 Decks Good Bulkheads not examined Engine Room Skylights Good Copper, or Y.M. ✓
 Caulking of Decks Good Ceiling " Coal Bunkers, Openings, Covers, &c. ✓ (State if on Pelt.)
 Coamings Good Cement or Asphalt Good Oil Bunkers not exam. When fitted, Month ✓ Year ✓
 Beams & Fastenings ✓ Rudder Good Scuppers " Boats Good
 Outside Plating Good Steering gear and its connections Good Cargo Hatchways Good Masts, Yards, &c. Good
 " " In way of sidelights not ex. Windlass Good Hatches Good Condition, how ascertained from deck
 Frames not examined Have pumps been examined and found efficient? not examined Planking ✓ (State if wedges removed)
 Reverse Frames " Have Sluice Valves been examined and found efficient? ✓ Caulking ✓ Equipment letter 2
 Longitudinals ✓ Have Watertight Doors been examined and found efficient? ✓ Treenails ✓ Anchors, No. of Complete
 Transverses ✓ Have Ventilators and their Coamings been examined and found efficient? Yes Breasthooks & Stemson ✓ Cables (State if now ranged) See rpt
 Floors not examined Air and Sounding Pipes made for Transoms, Pointers & Crutches ✓ " length ✓ mean diamr. ✓
 Keelsons " Doubling Plates under Sounding Pipes not ex. Timbers of Frame at openings ✓ " Rule length ✓ size ✓
 Stringers " Chain Locker not examined " " at other places ✓ Chain Locker not examined
 Inner Bottom Plating " Standing and Running Rigging Good Hawsers & Warps Sufficient
 Have the Tanks been examined internally No Sails ✓
 Have the Tanks been tested? No

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."
It is submitted this ship is eligible to remain as classed with fresh date of docking 9-52.

Survey Fee (per Section 23) 25.- Fees applied for, 19.52
 Special Damage or Repair Fee (if any) 40.- Received by me, 19
 Travelling Expenses (if chargeable) 2.50
 Second Surveyor's Fee (if any) £
 Committee's Minute THU 16 OCT 1952
 Character Assigned 9.52 Rot. vichant spl edn

Surveyor to Lloyd's Register of Shipping.

N.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.

rudderhead built up by welding, annealed and turned to size. Bottomplate of rudder and bushes in stern frame renewed. Rudder bearing renewed. Alignment of rudder and rudderhead checked and found correct.

On completion of repairs bottom and rudder recoated.

Decks, hatchways and covers, R.R. casing, skylights, ventilator, trimmings, airpipes on deck, masts, rigging, general equipment, anchors, windlass and steering gear have been examined and found or placed in good condition.

S.R.L.: 15 fathoms of chain cable have now been placed on board for particular see list below. Stem can now be expunged from S.R.L.

Endorsement: Starboard shellplate R2 from forward has been found set in, examined and found efficient and recommended to be lubricated under Endorsements. (Reminis B).

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

ANCHORS.

Number of Certificate.	Anchor.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
696	15	1 3/16	25 3/8	38	11-1-23				Shed link	A.K. Thuesen	Schedam 3-9-52. K.v. Duffelen.
Iron Stream Chain or Steel Wire											