

REPORT OF SURVEY FOR REPAIRS, &c

Date of writing Report *Nov 20 1939* When handed in at Local Office *Nov 20 1939* Port of *New York*
 No. in Survey held at *Brooklyn* Date, First Survey *and* Last Survey *October 28 1939*
 Reg. Book. *T.S.S. ROTTERDAM.* (No. of Visits *one*)

32647 on the Wood, Iron or Steel

TONNAGE:-

GROSS *24149*UNDER DEK. *17293*NET *15856*Built at *Belfast*By whom *Harland & Wolff Ltd.* When *1908*, *6*.Owners *Nederl Amerik Stoom. Maats* Owners' Address *(if not already recorded in Appendix to Register Book).*Managers *Holland Amerika Lijn.* Port belonging to *Rotterdam*Surveyed ~~Afloat~~ in Dry Dock? *Yes* Name of Dock *Robins & Co. Ltd.* Destined Voyage *✓*

Cell/Dor/Dba feet; *uE&B* feet; *f* feet
 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. *28187* Port *Rot*

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 *✓* ft. *✓* ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

*Now done**Dry docking for propeller damage repair. 3rd reg. pty. h.**Vessel placed on dry dock, bottom & mudder examined and found in good order.**Nothing done at this time to advance the 3rd Special Survey No. 1.*

SUMMARY OF DAMAGE REPAIRS:-

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

PRESENT CONDITION OF THE

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

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 is eligible in my opinion to remain as classed with fresh record of survey, 10,39, when the S.S.N. 1, has been completed.

Survey Fee (per Section 20)	£	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 20)	£	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned

Deferred for Comp. 3rd SS No 1
P.T.S 10-39

Surveyor to Lloyd's Register of Shipping.

FRI 19 JAN 1940

Lloyd's Register Foundation