

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.

Date of last Survey and of Periodical Surveys.

+ 107A1-533

1 - JAN 1935

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Stk. Tw. Sc. "ROTTERDAM"* Rpt. *Rot* No. *23384*

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

(*The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement.*—Extract from Sub-Committee's Report, 24/5/92).

Nature of Survey *2nd. S.S. No. 3.*

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in *10ths* of an inch.

STRAKE.	AMIDSHIP.				FORWARD.				AFT.				REMARKS.		
	Original Thick-ness.	Thickness by drilling.		Diminution if any.	Original Thick-ness.	Thickness by drilling.		Diminution if any.	Original Thick-ness.	Thickness by drilling.		Diminution if any.			
		Port.	Std.			Port.	Std.			Port.	Std.			Port.	Std.
<i>BRIDGE DECK</i> SHEER STRAKE	<i>20</i>	<i>20</i>	<i>20</i>	-	-										
Strake below	<i>20</i>	<i>20</i>	<i>20</i>	-	-										
MAIN SHEER STRAKE	<i>20</i>	<i>20</i>	<i>20</i>	-	-	<i>12</i>	<i>13</i>	<i>13</i>	-	-	<i>12</i>	<i>13</i>	<i>13</i>	-	-
1st Strake below	<i>18</i>	<i>18</i>	<i>18</i>	-	-	<i>12</i>	<i>13</i>	<i>13</i>	-	-	<i>12</i>	<i>12</i>	<i>12</i>	-	-
2nd " "	<i>18</i>	<i>18</i>	<i>18</i>	-	-	<i>12</i>	<i>13</i>	<i>13</i>	-	-	<i>12</i>	<i>13</i>	<i>13</i>	-	-
3rd " "	<i>18</i>	<i>18</i>	<i>18</i>	-	-	<i>12</i>	<i>13</i>	<i>13</i>	-	-	<i>12</i>	<i>12</i>	<i>12</i>	-	-
4th " "	<i>18</i>	<i>16</i>	<i>17</i>	<i>2</i>	<i>1</i>	<i>12</i>	<i>14</i>	<i>14</i>	-	-	<i>12</i>	<i>13</i>	<i>13</i>	-	-
5th " "	<i>18</i>	<i>16</i>	<i>17</i>	<i>2</i>	<i>1</i>	<i>12</i>	<i>14</i>	<i>14</i>	-	-	<i>12</i>	<i>13</i>	<i>13</i>	-	-
6th " "	<i>18</i>	<i>18</i>	<i>18</i>	-	-	<i>12</i>	<i>14</i>	<i>14</i>	-	-	<i>12</i>	<i>13</i>	<i>13</i>	-	-
7th " "	<i>18</i>	<i>18</i>	<i>18</i>	-	-	<i>12</i>	<i>13</i>	<i>13</i>	-	-	<i>12</i>	<i>13</i>	<i>13</i>	-	-
8th " "	<i>18</i>	<i>18</i>	<i>18</i>	-	-	<i>12</i>	<i>14</i>	<i>14</i>	-	-	<i>12</i>	<i>13</i>	<i>13</i>	-	-
9th " "	<i>19</i>	<i>19</i>	<i>19</i>	-	-	<i>12</i>	<i>14</i>	<i>14</i>	-	-	<i>12</i>	<i>13</i>	<i>13</i>	-	-

Drillings at ends to be made in the vicinity of the peak bulkheads.

The Rotterdam Surveyors report this ship placed in dry dock and the requirements of the 2nd S.S. No.3, due 3,34, complied with.

The shell plating has been drilled with results as shown above, which are satisfactory.

The bottom has been cleaned and coated, 2 bunker deck plates renewed, repairs effected to boiler room bulkhead, tunnel and minor repairs carried out.

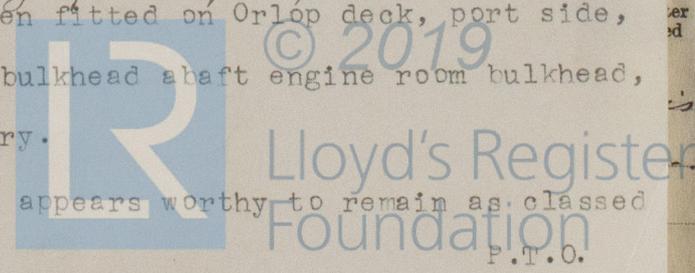
capable of being operated from foreboard deck
Watertight doors have been fitted on Orlop deck, port side, in bulkheads of engine room and first bulkhead abaft engine room bulkhead, afterwards tested and found satisfactory.

It is submitted the ship appears worthy to remain as classed

W213-0144 (1/2)

Survey Fee (per section 20) 400.00

Fees applied for, 20/10/1934



"ROTTERDAM" (2)

with record of survey 12,34 and notation of S.S. 2nd No.3-12,34.

100A1
12,34 Rot
S.S. Rot 2nd No.3-12,34

[Handwritten signatures and notations]
12-12-34³⁵



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W213-0144(212)