

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19th Dec 1934 When handed in at Local Office Rotterdam Port of Rotterdam
No. in Survey held at Rotterdam Date, First Survey 15th of Oct. Last Survey 13th of Dec 1934
Reg. Book 04010 on the Wood, Iron or Steel ROTTERDAM (No. of Visits 20)

TONNAGE:— Built at Belfast By whom Holland/Wolff Ltd. When 1900 6
GROSS 14149 Owners N.Y. Holland, Amika & Co. Owners' Address Rotterdam
UNDER DK. 17193 Managers _____ (if not already recorded in Appendix to Register Book).
NET 15056 Port belonging to Rotterdam

Surveyed Afloat or in Dry Dock? Afloat Name of Dock von Maas Destined Voyage New York
WB=CellDBorDBa _____ feet; uE&B _____ feet; f _____ feet
total capacity _____ tons; FPT _____ tons; APT _____ tons; MT _____ 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. 22923 Port Rot

CHARACTER. & Date of last Survey and of Periodical Surveys.	YEAR Assigned and when expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ WDA 1-533</u>		<u>+ 117C 430</u>
<u>1.1 ROT. NO. 3-3LL</u>		<u>B. 1. 534</u>
<u>1.1 ROT. NO. 2-30</u>		<u>T. 1. 532</u>
		<u>'CL</u>

(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. H. 15/11-1934)

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 } 4.54 g.m. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Spec. Survey N°3
The vessel has been placed in drydock, bottom and upper cleaned, examined found in good condition and recoated.
The shell plating has been drilled and the gaugings of thickness of the plating tabulated in the attached form. Plating in way of sidelights ^{good} and fore holds, tween-decks, engine and boiler spaces, coal bunkers, fore and afterpeak tanks cleared and cleaned for examination. All ceiling removed in holds and bunkers, frames, floors, brackets, stringers, breasthooks, beams, boilerbearers and all other parts thoroughly cleaned, scaled made free from oxidation and ^{good} entirely free and off. All parts have been recoated where required and all casings round pipes exposed. All double bottom tanks, ^{see end sheet} deep tanks,

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

PRESENT CONDITION OF THE			
Decks <u>good</u>	State if Tanks have been examined inside <u>Yes</u>	Air and Sounding Pipes <u>good</u>	Copper, or Y.M. of Wood Vessels <u>—</u>
Caulking of Decks <u>—</u>	State if Tanks now tested <u>Yes tight</u>	Dbing. Plates under Sounding Pipes <u>—</u>	(State if on Feet)
Coamings <u>—</u>	Bulkheads <u>good</u>	Engine Room Skylights <u>—</u>	When put on, Month <u>—</u> Year <u>—</u>
Beams & Fastenings <u>—</u>	Ceiling <u>—</u>	Coal Bunkers, Open'gs, Lids, &c. <u>—</u>	Boats <u>good</u>
Outside Plating <u>—</u>	Cement or Asphalt <u>—</u>	Oil Bunkers <u>—</u>	Masts, Yards, &c. <u>—</u>
„ „ in way of sidelights <u>—</u>	(State which.)	Scuppers <u>—</u>	Condition, how ascertained <u>—</u>
Breasthooks <u>—</u>	Rudder <u>—</u>	Cargo Hatchways <u>—</u>	(State if wedges removed) <u>Yes</u>
Transoms <u>—</u>	Steering gear and its connections <u>—</u>	Hatches <u>—</u>	Sails <u>—</u>
Frames <u>—</u>	Windlass <u>—</u>	Planking <u>—</u>	Equipment letter <u>OT</u>
Reverse Frames <u>—</u>	Have Pumps now been examined and found efficient? <u>Yes good</u>	Caulking ditto <u>—</u>	Anchors, No. of <u>3 B. 1.5, 1.4</u>
Longitudinals <u>—</u>	Have Sluice Valves now been examined and found efficient? <u>—</u>	Treenails ditto <u>—</u>	Cables (State if now ranged) <u>Yes</u>
Transverses <u>—</u>	Have Watertight Doors now been examined and found efficient? <u>Yes good</u>	Breasthooks & Stimson ditto <u>—</u>	„ length <u>330</u> mean diam. <u>3 5/16</u>
Floors <u>good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes good</u>	Transoms, Pointers & Crutches ditto <u>—</u>	„ Rule length <u>330</u> size <u>3 5/16</u>
Keelsons <u>—</u>	and found efficient? <u>Yes good</u>	Timbers of Frame at openings ditto <u>—</u>	Hawser & Warps <u>efficient</u>
Stringers <u>—</u>		Ditto Ditto at other places ditto <u>—</u>	Standing and Running Rigging <u>good</u>
Inner Bottom Plating <u>—</u>		Stringers, Clamps & Shelves ditto <u>—</u>	
		Salting ditto <u>—</u>	
		(State if examined.)	

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 12.34 and notation S.S. N°3 Rotterdam 12.34

Survey Fee (per Section 20) £ 400.00 Fees applied for, 20.12.1934
Special Damage or Repair Fee (if any) (per Sec. 20) £ _____ Received by me, 28.1.1935
Travelling Expenses (if chargeable) £ 16.00
Second Surveyor's Fee (if any) £ _____

Committee's Minute FRI. 4 JAN 1935
Character Assigned 1000/1
S.S. 2nd No 3-12.34
21.34 Ins. 12.34
B. Leeuwburg J. Heuvelen
Surveyor to Lloyd's Register of Shipping
Lloyd's Register Foundation
W213-0146(112)

If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to Rotterdam Surveyors.

S.S. Rotterdam

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Tanks along Tunnel, fore and afterpeak tanks examined internally cleaned, cement washed found good and tested by a head of water as required by the rules and found sound and tight. Decks and passenger accommodations examined and found good. Windows overhauled, masts, spars and general equipment overhauled and examined, wedges removed rigging etc and found good. Chain cables ranged with shackles unlocked all made good and found complete. Chain locker etc and found good. Hatchways etc with latches in position and found or made good. Steam steering gear examined and found good. Pumps, watertight doors air and sounding pipes and ventilator scammings etc and found or made good. Doubling plates under sounding pipes good.

Wear and tear repairs

In bunker aft on P.S. on 2nd deck 2 deck plates renewed.

In boiler room bulkhead aft in 3rd stoke one plate renewed.

In water tanks along tunnel mostly all knees or stiffeners renewed.

On scup tank top a number of rivets renewed.

3 W. A. doors have been fitted on Orlop deck on P.S. in bulkheads of Engine room and first bulkhead abaft engine room bulkhead in satisfactory manner as per plan enclosed and tested and found sound and tight. They can be worked from freeboard deck.

J. V. Heeren