

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19th Dec 1934 When handed in at Local Office 19

Port of Rotterdam

No. in
Reg. Book.

Survey held at Rotterdam

Date, First Survey 15th of Dec. Last Survey 13th of Dec. 1934

(No. of Visits)

20

04010 on the Wood, Iron or Steel

ROTTERDAM

TONNAGE:-

Built at

Belfast

By whom

Holland/Wolff & Co.

When

YEAR

MONTH

GROSS 14,149

Owners

Holland Amerika Inc. Owners' Address Rotterdam

UNDER DK. 17,193

Managers

(if not already recorded in Appendix to Register Book)

NET 15,056

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

feet

tons.

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. 22923 Port Rot

(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.16.11-1934

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 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 interior 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 and fore and aft peaks, 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 once again free and off. All parts have been recoated where required and all casings round pipes exposed. All double bottom tanks, deep tanks, and other.

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 ...	State if Tanks have been examined inside ...	Air and Sounding Pipes ...	Copper, or Y.M. of Wood Vessels ...
Caulking of Decks ...	State if Tanks now tested ...	Dblng. Plates under Sounding Pipes ...	(State if on Felt).
Coamings ...	Bulkheads ...	Engine Room Skylights ...	When put on, Month ... Year ...
Beams & Fastenings ...	Ceiling ...	Coal Bunkers, Open'gs, Lids, &c. ...	Boats ...
Outside Plating ...	Cement or Asphalt (State which.) ...	Oil Bunkers ...	Masts, Yards, &c. ...
" " in way of sidelights ...	Rudder ...	Scuppers ...	Condition, how ascertained ...
Breasthooks ...	Steering gear and its connections ...	Cargo Hatchways ...	(State if wedges removed) ...
Transoms ...	Windlass ...	Hatches ...	Sails ...
Frames ...	Have Pumps now been examined and found efficient? ...	Planking, of Wood Vessels ...	Equipment letter ...
Reverse Frames ...	Have Sluice Valves now been examined and found efficient? ...	Caulking ...	Anchors, No. of ...
Longitudinals ...	Have Watertight Doors now been examined and found efficient? ...	Treenails ...	Cables (State if now ranged) ...
Transverses ...	Have Ventilators and their Coamings been examined and found efficient? ...	Breasthooks & Stems ...	" length ... mean diam. ...
Floors ...		Transoms, Pointers & Crutches ...	" Rule length ... size ...
Keelsons ...		Timbers of Frame at openings ...	Hawser & Warps ...
Stringers ...		Ditto Ditto at other places ...	Standing and Running Rigging ...
Inner Bottom Plating ...		Stringers, Clamps & Shelves ...	
		Salting (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
Special Damage or Repair Fee (if any) (per Sec. 20) ...	
Travelling Expenses (if chargeable) ...	16.00
Second Surveyor's Fee (if any) ...	

Fees applied for,

20.12.1934

Received by me,

28.1.1935

Surveyor to Lloyd's Register of Shipping

Committee's Minute

FRI. 4 JAN 1935

Character Assigned

1000/1

S.S. 2nd No 3-12.34

31.34

Ins. 12.34

CERTIFICATE WRITTEN

W213-0146(112)

Lloyd's Register Foundation

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

*S.S. Rotterdam**I*

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. Hatchway's etc with latches in position and found or made good. Steamstoring gear examined and found good. Pumps, watertight doors air and sounding pipes and ventilator samings 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. Herwerden