

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 30th Oct 1933

When handed in at Local Office 19

Port of Rotterdam

No. in
Reg. Book

Survey held at Schudam

Date, First Survey 4th AugLast Survey 27th Oct 1933

34813 on the Wood, Iron or Steel

S/S DEROONHERM

(No. of Visits) 45

TONNAGE:—

GROSS 6610.52

UNDER DECK 6000.61

NET 4049.01

Built at Schudam

By whom

New Walway & B. J. When 1921

Owners M. W. M. Schuytman

Owners' Address

The Hague

Managers

Port belonging to

The Hague

Surveyed Afloat or in Dry Dock?

Name of Dock

Destined Voyage

3 = Cell DBor DBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

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, and of the inner bottom plating, especially in the boiler space.

Report, No. 21922 Port

Rot

Local Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the removal of Anchors or Chains is reported the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case. 19/8-1933

In cases where the Surveyor has not made a special damage report he is required to state whether he has 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

133.00 ins.

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

RS, OR EXAMINATION AS PER RULE, FOR Survey of constructional Alterations and Spec. Survey N° 3. The vessel has been lengthened at the bow; for reference see Secretary's letter 14/8-1933. Rotterdam letter 8/8-1933 and plans approved, copies of which have been filed in the London office.

The vessel has been placed in drydock, bottom and cleaned and examined and bow with collision bulkhead, decks forward of same and all connecting parts

new bow has been built on in accordance with the approved plans and riveting details have been carried out in general conformity with the Society's Rules. New material has been made by the Siemens Martin process and tested as per requirements. Makers: Guthehoffnungshütte Oberhausen W. G. work.

OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Welded								
Welded and Faired or Repaired								
Repaired in place								

CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	Yes	Good	(State if on Felt)
Bulkheads	Good	Engine Room Skylights	When put on, Month Year
Ceiling	Good	Coal Bunkers, Open'gs, Lids, &c.	Boats
Cement or Asphalt (State which)	Good	Scuppers	Masts, Yards, &c.
Rudder	Good	Cargo Hatchways	Condition, how ascertained
Steering gear and its connections	Good	Hatches	(State if wedges removed) none fitted
Windlass	Good	Planking of Wood Vessels	Sails
Have Pumps now been examined and found efficient?	Yes	Caulking	Equipment letter
Have Sluice Valves now been examined and found efficient?	Yes	Treenails	Anchors, No. of
Have Watertight Doors now been examined and found efficient?	Yes	Breasthooks & Stemson	Cables (State if now ranged)
Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms, Pointers, & Crutches	length (on board)
		Timbers of Frame at openings	Rule length
		Ditto Ditto at other places	Hawser & Warps
		Stringers, Clamps & Shelves	Standing and Running Rigging
		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 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 ptn24, &c."

The vessel is in a good and efficient condition and she is eligible in our opinion to continue as classed with fresh record of survey 10-33 and to have notation for Rotterdam N° 3- 10-33 notation bow lengthened 10-33 and for bulkheads: 2 B.H. to thank to U. deck; Intermediate B.H. dispensed with.

Section 20) Construction of 1200.00
Alterations 275.00
Survey Fee (if any) 27.00
Ming Expenses (if chargeable) 27.00
Second Surveyor's Fee (if any) 27.00

Committee's Minute TUE. 14 NOV 1933

Character Assigned 100A1 Shell St. w/P

Note N.H. len 33. St. No. 3-10-33

4214-0152(1/2)

S.S. "SEROOSKERK"

The workmanship was found good and all scantlings in order. — Pillaring made as per plan and rule requirements and upon completion of the work forepeak tank and N°1 bottom tank tested with a head of water as required by the rules, renewed bow plating in N°1 hold and in forepeak clear of tank, renewed portion of shelterdeck and collision bulkhead clear of tank tested by hose and all parts found sound and tight. All ceiling and cargo battens in N°1 hold renewed. —

Registered Dimensions L = 485.6 B = 60.4 D = 27.75 (see Rtn 2

Tons gross 66401; Unweave 6001; Net - 4049 —

Frying certificate stamp sent herewith.

Spec. Survey N° 3

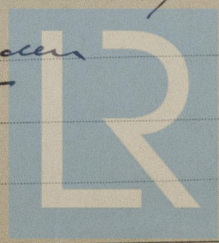
The vessel has been placed in drydock, bottom and under cleaned, and found in good condition and recoated. Holds, tween decks, engine and boiler spaces, fore and afterpeak and spaces above and bunkers cleared and cleaned for examination, all ceiling removed in holds and frames, floors, brackets, stringers, breasthooks, transoms, beams, bulkheads and stiffeners, engine seatings, boiler bearings and all other parts thoroughly cleaned, scaled, made free from oxidation and examined right fore and aft. All casings round pipes exposed and all parts recoated where required. —

The shell plating has been carefully examined both inside and outside, was found in good condition and did in our opinion not require to be drilled. All double bottom tanks, fore and afterpeak tanks and deep tanks examined internally, cleaned, cement washed or coated, found in good condition and tested by a head of water as required by the rules and found sound and tight. Decks and found good. Winchlass overhauled, masts, spars and general equipment examined. Rigging and found good, anchors and made workable; chain cables ranged with shackles unlocked and all found complete and in good condition. Chain locker and found good. Hatchways examined with webplates and hatches in position and found or made good. Steam steering gear, its connections and rudder quadrant overhauled, examined and made good, steering gear and winchlass tested under steam and found in good working condition. All plating under sidelights carefully examined by hammering and found good, ceiling removed where fitted. Pumps, watertight doors air and sounding pipes and ventilator casings overhauled examined and found or made good. Doubling plates under sounding pipes good. —

NOTE. The fore and afterpeak bulkheads extend to the shelterdeck, The intermediate bulkheads in tween deck have all been fitted with tonnage doors.

15 fathom new chain cable has been supplied to the vessel. particulars given in table for anchors and chains

J. v. Herwerden



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Lloyd's Register
Foundation

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