

Rpt. 8.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 17 July 1946

When handed in at Local Office 19

Port of Rotterdam

No. in Reg. Book

Survey held at Schiedam

Date, First Survey 18 June 1946

Last Survey 12 June 1946

78562 on the Wood, Iron or Steel SS. "MEERKERK"

(No. of Visits 22)

1946

TONNAGE :-

GROSS 7995

UNDER DK. 7333

NET 5050

Built at Vegesack

By whom Bremer Vulkan

When 1916

Owners. N.V. Ver. v. d. Sch. Mij.

Owners' Address

Managers. Holland Post. v. d. Nij. N.V.

Port belonging to The Hague

Surveyed Afloat or in Dry Dock? Both

Name of Dock. Wierstraat

Destined Voyage

Cell DBor DBa

feet; uE & B

feet; f

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. 123317. Port Lis.

(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.

Indemnity certificate issued

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

Society's Freeboard (if assigned) as painted on Ship and now verified 258 ft. 4 in.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Spec. Survey and repairs

The vessel has been placed in drydock, bottom and inner casings examined found in good condition and repaired. Living under reports removed and plating found good. The shell plating has been drilled and the gaugings of thickness of the plating tabulated in the attached form. Holds, bulkheads, engine and boiler spaces, canteens, fore and after holds and bunks cleared and cleaned for examination. All wiring removed in holds and bunks, frames, floors, brackets, stringers, breasthooks, beams, boiler casings and all other parts thoroughly cleaned, scaled and examined right fore and aft.

SUMMARY OF DAMAGE REPAIRS:-

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

PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"	When fitted, Month	Year
Beams & Fastenings	"	Rudder	"	Scuppers	good	Boats	good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	examined
Frames	"	Have pumps been examined and found efficient?	yes good	Planking	"	(State if wedges removed.)	dt.
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	yes	Caulking	"	Equipment letter	3 B 13
Longitudinals	"	Have Watertight Doors been examined and found efficient?	yes good	Treenails	"	Anchors, No. of	3 B 13
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes good	Breasthooks & Stemson	"	Cables (State if now ranged)	yes
Floors	good	Air and Sounding Pipes	yes	Transoms, Pointers & Crutches	"	" length 300 mean diamr. 2 1/16	
Keelsons	"	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings	"	" Rule length 300 size 2 1/16	
Stringers	"			" at other places	"	Chain Locker	good
Inner Bottom Plating	"			Stringers, Clamps & Shelves	"	Hawsers & Warps	sufficient
Have the Tanks been examined internally?	yes			Salting	"	Standing and Running Rigging	good
Have the Tanks been tested?	yes			(State if examined.)		Sails	yes

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 in a good and efficient condition and in our opinion eligible to be continued as classed with classing date 6-46 and notation S.S. Rotterdam 6-46 subject to the insurance bottom plating being renewed with at the first convenient opportunity.

Survey Fee (per Section 29)	Spec. Survey	1200/-	Fees applied for,	12-6-1946
Special Damage or Repair Fee (if any) (per Sec. 29)			Received by me,	19
Travelling Expenses (if chargeable)		20.00/-		
Second Surveyor's Fee (if any)				

Committee's Minute

FRI. 19 JUL 1946

Character Assigned

6.46 Rot subject

S.S. Rot. - 6.46 (Dr)

S. 4.46

LMC 6.46

Surveyor to Lloyd's Register of Shipping

Lloyd's Register

W299-0128

(113)

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
2353	1st Bower											81	1	0		
	2nd "															
	3rd "	70	0	26	46	5	17	2	0			232	0	0	Hall's & Co. K.N.G. Limerick 27/11/42	For H. H. H. H. H.
	Collective Weight															
	Stream.....															
	Kedge.....															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
10081	15	2 3/16	112 1/2	15 7/8	48-0-10		300	2 1/2	AKS. Schiedam	27/11. 42	
10080	15	2 9/16	112 1/2	15 7/8	47-2-22				"	"	27/11. 42 J. H. H. H. H.
		✓	✓	✓	✓						
Iron Stream Chain or Steel Wire											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Rpt. 9a.

Port of *Rotterdam* Continuation of Report No. 29437^a dated 17th June 1946 on the

S. S. "Meerkerk."

All parts have been recoated where required and all casings renewed pipes exposed. All double bottom tanks fore and afterpeak tanks and duct tanks examined internally, clean and cement washed made a found good and tested by a head of water as required by the rules and found sound and tight. Decks examined and found a more. Winches overhauled, masts, spars and general equipment overhauled and examined rigging examined and found good. Chain cable ranges with shackles unlocked all more good and found a more complete. Chain locker examined and found good. Hatchways examined with hatches in position and found a more good. Steam steering gear, its connections, rods, chains blocks and gear examined and found good. Pumps, watertight doors, air and foul air pipes examined ventilator casings etc. overhauled and found a more good. Doubling plates under sound pipes good.

The following repairs for wear and tear carried out. Bulwark unskipped pintles all renewed and brought in line all bushes renewed. rollers upland and quadrant reworked on. Forecastle forward No 1 hatch 3 deck plates renewed. doubling plates fitted in gutters. doubling fitted on fore. Hatch coaming. In foremast doubling plates fitted below steam pipes. No 2 hatch coaming doubling plates fitted P.B.B. bulwark repaired 2 plates renewed on P.B.B. a number of transoms renewed. Barge deck forward saloon deck almost renewed, 17 deck plates together. saloon deck some doubling plating fitted. 4 inch foundations renewed. Coal hatches repaired. Wall off. 6 deck plates doubled. No 4 hatch and No 5 on P.B. horizontal stiffeners on coaming renewed. bulwark repaired, a number of transoms renewed. Foremast in bunker almost renewed 12 plates renewed and 5 doubling plates fitted. casing and sheet on P.B. 4 on B.B. 9 plates renewed. beam knees almost renewed. Turn angle along frames with cement chocks renewed. Boiler room bulkheads. 5 plates renewed. Tank top at forward end of boilers doubling plates fitted. Engine room bulkheads on P.B. in bilge one plate renewed. Deep tank bulkheads one plate renewed (lowest stroke). Deep tank " " aft one plate renewed (lowest stroke). Bulkhead between 5+6 hold 2 doubling plates fitted. In No 1 hold upper transom at after end doubled near bulkhead. 8 knees of stiffeners renewed. Lower transom at after end 2 doubling plates fitted. See cont. sheet.

S. S. Meerkerk

II

4 brackets on stiffeners renewed.

N° 3 hold: Upper transverse 2 doubling plates fitted at after end.

Tank top N° 3 hold: 2 tank top plates installed

4 brackets of bulk head stiffeners renewed.

Casing top renewed.

Skylight renewed.

Steering engine overhauled and repaired and found in order.

Several minor repairs carried out right fore and aft.

One bow anchor and 30 fathom chain cable have been supplied for particulars see space for anchors and chain cables.

Z

The shell plates of strake plates N° 7+8 fixed in place.

The " plate N° 11 " " " "

The incanted bottom plating mentioned in the spec. reasons list have not been dealt with this time, the drydock not being available, there was no opportunity to carry out repairs. In our opinion of no consequence for the present, same can be repaired at a more convenient opportunity.

All other items to be removed from the special reasons list.

Z

J. V. Herwerden