

4 MAY 1934

No. 22873

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18-4-1934 When handed in at Local Office 19

Port of Rotterdam

No. in
Reg. Book.

Survey held at Rotterdam

Date, First Survey 18.1.34

Last Survey 21.4

1934

(No. of Visits fifty)

10905 on the Wood, Iron or Steel S/S. MEERKERK

TONNAGE:-

Built at Kigisack

By whom Bruner Tulkam

When 1916

GROSS 7995

Owners Mr. H. A. Schuytman

Owners' Address The Hague

UNDER DECK 7333

Managers Mr. J. M. J. van der Meer

Port belonging to The Hague

NET 5050

Surveyed Afloat or in Dry Dock?

Name of Dock D. H. Dock

Destined Voyage Antwerp

WB=CellDBoDBa

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

Last Report, No. 22361 Port Rot

(Periodical Surveys, when held, must be reported in detail and serially 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. M.S. 19-33

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Survey of Constructional Alterations and 2nd Special Survey No. 3

The Vessel has been remeasured for tonnage and the following particulars have been obtained Length 508.6; Breadth 60.8; Depth 32.9 Gross 7995; Under dk 7333; Net 5050.

This vessel has been lengthened at the bow by 7.50 m. on designed loadline; for reference see Secretary's letter M.S. 10.1933 noted above and plan approved, copy of which has been retained in the London Office.

The vessel has been placed in drydock, bottom and rudder cleaned and examined, rudder unshipped, fitted with star contra propeller fittings, sternpost rudder post fitted with star contra propeller fittings, 2 lower bushes in sternpost gudgeons renewed, all pinholes refitted, rudder reshipped and all reconnected up again.

Old bow with collision bulkhead, decks forward of same and all connecting parts removed.

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

Please see continuation sheet.

PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	Yes	Dblg. Plates under Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	✓
Caulking of Decks	✓	State if Tanks now tested	Yes	Engine Room Skylights	✓	(State if on Feet).	
Coamings	✓	Bulkheads	good	Coal Bunkers, Open'gs, Lids, &c.	✓	When put on, Month	✓
Beams & Fastenings	✓	Ceiling	✓	Scuppers	✓	Year	✓
Outside Plating	✓	Cement or Asphalt	✓	Cargo Hatchways	✓	Boats	good
Breasthooks	✓	(State which.)	✓	Hatches	✓	Masts, Yards, &c.	✓
Transoms	✓	Rudder	✓	Planking of Wood Vessels	✓	Condition, how ascertained	examined
Frames	✓	Steering gear and its connections	✓	Caulking	ditto	(State if scdges removed)	none fitted
Reverse Frames	✓	Windlass	✓	Treenails	ditto	Sails	✓
Longitudinals	✓	Have Pumps now been examined and found efficient?	Yes	Breasthooks & Stems	ditto	Equipment letter	D7
Transverses	✓	Have Sluice Valves now been examined and found efficient?	✓	Transoms, Pointers, & Crutches	ditto	Anchors, No. of	3 B 151 K
Floors	good	Have Watertight Doors now been examined and found efficient?	✓	Timbers of Frame at openings	ditto	Cables (State if now ranged)	Yes
Keelsons	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes	Ditto Ditto at other places	ditto	" length	100 fms size 2 1/2
Stringers	✓			Stringers, Clamps & Shells	ditto	" Rule length	100 fms size 2 1/2
Inner Bottom Plating	✓			Salting	ditto	Hawser & Warps	sufficient

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 pIND24, &c."

The vessel is in a good and efficient condition and she is eligible in our opinion to be continued as classed with fresh record of survey 4-34 and to have notation for S.S. Rot. 2nd No. 3. 4-34 subject to plating being drilled when vessel is 24 years old or at next Special Survey thereafter.

Survey Fee (per Section 20) Constructional alterations

Fees applied for

Special Damage or Repair Fee (if any) S.S. No. 3

3.5.1934

Travelling Expenses (if chargeable)

Received by me

Second Surveyor's Fee (if any)

28.5.1934

Committee's Minute

Surveyor to Lloyd's Register of Shipping

Character Assigned

FRI. 18 MAY 1934

Note: not tanks, etc. N.H.P.

1000H With freeboard

S.S. No. 3-4. 34

Lloyd's Register

Certificate Written

Foundation

65299-0136 (113)

S. S. "MEERKERK"

The new bow has been built on in accordance with the approved plan and welding and details have been carried out in general conformity with the Society's Rules.

The new material has been made by the Siemens Martin process and tested as per Society's Requirements: Makers Cargo Fleet Iron Co; Skinningrove Iron Co Ltd; Dorman Long & Co. Ltd. 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 No. 1 double bottom tank tested with a head of water as required by the Rules, chainlocker filled to level of forepeak tank flat, renewed bowplating in No. 1 hold and in forepeak clear of tank, renewed portion of forecaskle deck and collision bulkhead clear of tank tested by hose and all parts found sound and tight. Windlass replaced in new position, additional pillaring fitted under same, new hawsepipes and deckplates fitted, new wood sheathing fitted on forecaskle deck and fastenings found good. All ceiling and cargo ballers in No. 1 hold renewed.

Existing thrust recess removed and new enlarged recess built in deep tank to house Bauer Wack Turbine Machinery and thrustblock all in accordance with plan approved in this office; 2 doubling plates fitted to double bottom tank top for reinforcement in connection with the fitting of turbine machinery upon completion of alteration deep tank and double bottom tank in way of same tested under pressure and all parts found tight.

2nd Special Survey No. 3

The vessel has been placed in drydock, bottom and rudder cleaned, examined found in good condition and recoated.

Holds, tween decks, engine and boiler space, fore and after peaks and spaces above, deep tank and bunkers cleared and cleaned for examination, all ceiling removed in holds and frames, floors, brackets, stringers, beamhooks, transoms, beams, bulkheads and stiffeners, boiler bearers and all other parts thoroughly cleaned, scaled, made free from oxidation and examined right fore and aft. All casing round pipes exposed and all parts recoated where required.

The shellplating 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 after peak tanks and deep tank 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 examined and found good, windlass overhauled, masts, spars and general equipment examined, rigging examined and found good, anchors examined and made workable; Chaincables ranged with shackles unlocked and all found complete and in good condition.

L. M. M.

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Lloyd's Register
Foundation

W299-0136 (213)

S. S. "MEERKERK"

Chainlocker examined and found good. -

Hatchways examined with webplates and hatches in position and found or made good. -

Steam steering gear, its connections, rods, chains, blocks andudder. quadrant and handsteering gear overhauled examined and made good, steering gear and windlass 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 coamings overhauled examined and found or made good, doubling plates under sounding pipes good. -

The following repairs carried out:

Engines unstopped for repairs to tanktop and tanktop repaired as follows:

Starb. 1 plate renewed, 1 plate abaft boilers renewed;

port 3 plates renewed, 4 doubling plates fitted abaft boilers;

angle connections of seatings auxiliary machinery removed for repairs and refitted with necessary renewals; All working in heavy tanktop plating in way of engines renewed complete; 36 new angle legs fitted between floors in way of holding downbolts efficiently connected to floors by angle legs; 2 floors in engine room tank in way of condenser reinforced with 4 brackets connected to floors and tanktop

Engine skylight removed and replaced with new angle connection to casing top 3 plates of casing top renewed;

Bridge deck in way of side house 3 deckplates renewed; in way refrigerating space 3 deckplates renewed; in way bunkerspace 4 deckplates renewed. -

Underbridge bunkers Starb. 6 doubling plates; port 6 doubling plates fitted;

Lower tween deck bunkers Starb. 1 plate renewed; 6 doubling plates fitted; 5 stiffeners renewed. -
port 5 plates renewed; 3 stiffeners renewed. -

Ceiling in holds relaid and cargo battens refitted with necessary renewals.

Cementchocks in holds renewed where required, wood decks on forecabin, bridge, afterwell and poop deck renewed where required

Capacity Forepeak tank 78 tons. -

? No. 1 d.b.

? Deep Tank cap.

Done



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W299-0136 (3/3)