

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8 Feb 1940 When handed in at Local Office 19

Port of Antwerp

No. in
Reg. Book.

Survey held at Ostend

Date, First Survey and

Last Survey 30 January 1940

(No. of Visits)

33429 on the Wood, Iron or Steel S.S. 'SINT ANNALAND'

TONNAGE:-

Built at Schiedam

By whom A. F. Smulders

When 1916

MONTH.

GROSS 2248

Owners Schepers & van Steenkoten Maatschappij

(if not already recorded in Appendix to Register Book).

NET DK. 1671

Managers

Port belonging to Rotterdam

1206

veyed Afloat or in Dry Dock? Afloat Name of Dock Ostend

Destined Voyage Tyne.

= Cell DBor DBa feet; uE&B feet; f feet

Capacity tons. FPT tons; APT tons; MT feet tons.

N.B. - All alterations in the existing records should be underlined.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Years last now expired.	Machinery and Boiler Surveys (including date of N.B., in any).
+ 100 A1		+ L.M.C.H. 38
H. 39		+ N.B. H. 34
S.S. ROT. No 3. - 7.29		T.S.O.G. 2.37
S.S. ROT. No 2. - 38		
Cargo battens not fitted		

st Report, No. 28055 Port Rot

ical Surveys, when held, must be reported in detail and seriatim 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.

image cases where the Surveyor has not made a special damage report he is required to state whether he rendered his services for this purpose and to whom and why they were declined Yes (Not required)

Was a damage report made by anyone else? If so, by whom? Not known.

IRS, OR EXAMINATION AS PER RULE, FOR Damage. Vessel stated to have lost both bow anchor and about 1 1/2 lengths of anchor chain cable in Portsmouth Roads on the 25th and 26th January 1940 (i.e. 4 lengths of cable short)

Now done. Bow anchor second length of anchor cable put 9 Starboard side unshackled. Spare bow anchor shackled on to Starboard cable. A second hand stockless bow anchor and one length of stud link chain cable received from Rotterdam. Shackled on to port side. No marks could be seen on the anchor. A new test certificate for either it or the new length of cable was on board.

BY OF DAMAGE REPAIRS:-

Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:-

Renewed

Removed and Faired or Repaired

Faired or Repaired in place

F CONDITION OF THE

State if Tanks have been examined inside
State if Tanks now tested
Bulkheads
Ceiling
Cement or Asphalt (State which)
Rudder
Steering gear and its connection
Windlass
Have pumps now been examined and found efficient?
Have Sludge Valves now been examined and found efficient?
Have Watertight Doors now been examined and found efficient?
Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes
Dblng. Plates under Sounding Pipes
Engine Room Skylights
Coal Bunkers, Open'gs, Lids, &c.
Oil Bunkers
Scuppers
Cargo Hatchways
Hatches
Planking of Wood Vessels
Caulking ditto
Treennails ditto
Breasthooks & Stemson ditto
Transoms Pointers, & Crutches ditto
Timbers of Frame at openings ditto
Ditto Ditto at other places ditto
Stringers, Clamps & Shells ditto
Salting ditto (State if examined.)

Copper, or Y.M. of Wood Vessels (State if on Felt.)

When put on, Month Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of 28

Chain Locker

Cables (State if now ranged) no

Held 195 length mean diamr. 1 1/2

(on board) Rule length 240 lbs. size 1 1/2

Hawser & Warps

Standing and Running Rigging

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 a 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.

Eligible in my opinion to be continued as now classed in the Register Book, without fresh record of Survey, subject to one length of chain cable and a bow anchor now placed onboard being certified with test certificate and to another bow anchor and three lengths of anchor chain cable being placed onboard at the first convenient opportunity to complete equipment.

(per Section 29) Dm

Fees applied for,

Special Damage or Repair Fee (if any)

525

1/2 19.40

Travelling Expenses (if chargeable)

295

Received by me,

Second Surveyor's Fee (if any)

10

19

Committee's Minute

Character Assigned

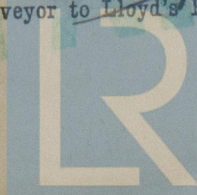
TUE 27 FEB 1940

As now

Subj

Geo. A. Long

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W449-0199

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

ANCHORS.

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

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.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
<i>Not produced</i>	15	1 13/16	59%	82 3/4	1200 lb				<i>Med</i>		
Iron Stream Chain } or Steel Wire... }									<i>Link.</i>		

Note. Cable (new length) is stamped P.S. 27.1.40 AK 8/3924
59.2.2.0 82.15-0.0