

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Steel S.S. "MOERDIJK". Rpt. Ret. No. 11354

ex "Denderah"

No. 11454

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey

Rule Dimensions ... 472.77 x 60.83 x 39.25 to Shelter Dk.

x 31.25 to Upper Dk.

Scantling Nos. ... 92.08 & 43532

Proportions; Length = 12.04 depths to Shelter Dk.

= 15.12 depths to Upper Dk.

This vessel was built in Germany in 1914 and classed with Germanischer Lloyds.

It is understood that the Owners will not continue the Germanischer Lloyd class and plans of the vessel were forwarded by the Rotterdam Surveyors in June last with a view to classification with this Society, and approved for the class 100 A.1. "With free-board", subject to the scantlings and equipment being verified by the Surveyors and found to be in accordance with those shewn on plans; and the requirements of section 48 of the rules, for vessels not built under survey, complied with.

Reports have now been received from the Rotterdam Surveyors giving particulars of scantlings etc. and these appear to be generally in accordance with approved plans.

Section 48 of the rules has been complied with and the Surveyors report that the workmanship is good.
Repairs have been effected to damage sustained by Grounding & Collision.
The bower anchors consist of 2 stockless anchors and 1 stocked anchor and the collective weight of these anchors is about 4 cwts. less than required.

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P.T.O.

The weight of the kedge anchor is slightly less than required but the weight of the stream anchor is much in excess of the rules. The chain cables have been tested by Germanischer Lloyd's Surveyors, equivalent to the tests of the Society.

It is submitted for the consideration of the Committee whether the chain cables and kedge anchor might be accepted and the figure 1 assigned subject to ~~one of the bower anchors being~~ replaced by an anchor of sufficient weight to bring the collective weight of the bower anchors up to that required by Table 31.

It is submitted the vessel might be classed 100 A.1. (Steel) "With freeboard", subject to ~~one of the bower anchors being replaced by~~ ^{the Sluice Valve on the Collision bulkhead being dispensed & a hand pump} an anchor of proper weight and test. The Summer Freeboard of ^{or other sections being fitted} 13'5" from centre of disc to top of statutory deck line at Shelter ^{in the forecast} deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and ^{U.S.} ⁶⁻¹¹⁻¹⁰ further, the remaining freeboards, as shown on the accompanying verification form to be inserted in the certificate of classification

100 A.1. (Steel) "With freeboard".

2 Dks. (Steel) & Shelter Dk. (Steel) 3rd.tr.beams in No.1 hold

} Subject to.

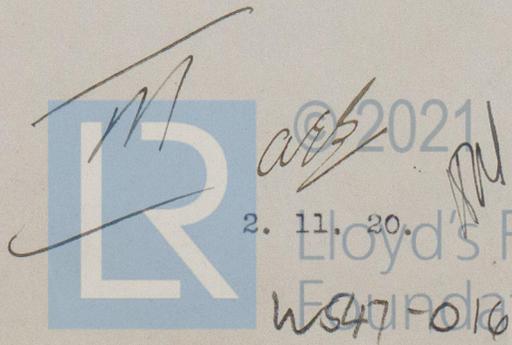
Cell DB 415' 1677t. FPT 90t. APT 25t.

EK. Collision BH to Shelter Dk. 8 BH to Upper Dk. Cem.
Lloyd's AP. F52' on Shelter Dk.

Date of Build 1914.

S.S.Rot.No.1-20.

10.20 Rot.

 2021
2. 11. 20.
Lloyd's Register
Foundation
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