

Return to Mr. White

F.E.

Received by Chief Ship Surveyor 5.3.06

Received from Chief Ship Surveyor

VESSEL'S NAME *See Twin S.S. "Nieuw Amsterdam"* Report *Bel* No. *6031*

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.)

CLASSIFICATION.

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .	<i>As approved</i>	
Spar Sheerstrake . .		
Description of Framing:— <i>Channel, as approved.</i> (viz., ordinary, deep, zed, channel or bulb-angle).		

Ceiling has been fitted under the hatchways and over the bilges only, in accordance with the specification agreed to by the Owners.

No cement has been laid on the inner surface of the shell plating inside the double bottom, except over the inside plates. The Owners of this vessel complained recently of the inconvenience they suffered by reason of the frequent examinations of the double bottom required in the cases of their S.S. "NOORDAM" and S.S. "RIJNDAM", and which they anticipated would be required in the case of this vessel. The matter received the consideration of the General Committee on the 8th February, and it was decided that the certificates of classification of the two vessels above named should no longer be required to be enforced with the special conditions of survey relative to the periodical examinations of the compartments of the double bottoms.

The Surveyor reports that the athwartship web of the frame before the stuffing box bulkhead was bent and slightly fractured by the vessel being carried by the wind against a pier head immediately after launching. A frame bar has been prepared to compensate for the damage and will be fitted in place the next time the vessel is placed in dry dock.

This vessel, in other respects, appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed ~~as~~ 100A1 ("Steel") "Awning deck with freeboard" as recommended, subject to the athwartship web of the frame before the stuffing box bulkhead being repaired to the satisfaction of the Society's Surveyors the next time the vessel is placed in dry dock as proposed.

The Summer freeboard of 13'-3" from centre of disc to top of statutory deck line at awning deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards as shewn on the accompanying verification form, to be inserted in the certificate of classification.

+ 100 A 1 ("Steel") "Awning deck with freeboard" } * Subject to.
 3 DR. (Stt - MWS) & Awng. DR (Stt - WS) & lower orlop dr. in Nos. 1, 2, 3 & 5 holds.
 N.B = Cell DB a 155' u E & B 89' f 221' 2564 t DT f 53' 1330 t FPT 130 t APT 1145
 FK & BK 3" 10 BH 15 Cam. Length A & CP B 272'

* The subject not to appear in the certificate.