

REPORT of SURVEY for REPAIRS &C.

Date of writing Report 25th April 1924 When handed in at Local Office 25-4-1924

Port of Antwerp

No. in
Reg. Book.

Survey held at Antwerp

Date, First Survey

and Last Survey

24th April 1924

23406 on the Wood, Iron or Steel

JAN VAN RYSWYCK

Master

TONNAGE:-

GROSS 2135

UNDER DEK 1997

NET 1593

Built at Stockton

By whom Craig Taylor & Co. Ltd.

When 1907-8

Owners La Maritime Belge

Port belonging to Antwerp

Owners' Address

Managers J. Alexander

(if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Kalkendyke dock

Destined Voyage Grangemouth

WB=CellDBorDBa 92 feet; uE&B 16 feet; f 114 feet;
total capacity 549 tons. FPT 82 tons; APT 100 tons; MT 114 tons.Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).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. 12005 Port Ant

(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.

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

Society's Freeboard (if assigned) as
painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part S.S. N°1.

The aft peak tank, decks & bridge space bunkers examined.

Condition good.

To complete the survey, all the rule requirements to be carried out except
exam. in dry dock, examination of cables, chain locker, steering gear lead,
windlass aft peak tank, decks & bridge space bunkers, & the testing of the
fore peak. It is understood that the survey will be advanced or completed
on the vessel's return to this port.

See also Antwerp reports N° 12593 & 12978.

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

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	good	good	(State if on Felt.)
Caulking of Decks			When put on, Month Year
Waterways			Boats
Coamings			Masts, Yards, &c.
Beams & Fastenings			Condition, how ascertained
Outside Plating			(State if wedges removed)
Caulking of ditto			Sails
Rivets			Equipment letter
Breasthooks & Crutches	good		Anchors, No. of
Transoms			Cables (state if now on board)
Frames			length (on board)
Reverse Frames			Rule length size
Floors			Hawser & Warps
Keelsons	good		Standing & Running Rigging
Stringers	good		
Inner Bottom Plating			

State if Tanks now tested	State if Tanks have been examined inside	State if Tanks have been examined inside	State if Tanks have been examined inside
Bulkheads	good	good	good
Ceiling			
Cement or Asphalt (State which.)	good	good	good
Rudder			
Steering gear and its connections			
Windlass			
Have Pumps now been examined and found efficient?			
Have Sluice 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?	good	good	good

Engine Room Skylights	Coal Bunkers, Open'gs, Lids, &c.	Scuppers	Cargo Hatchways	Hatches	Planing of Wood Vessels	Caulking	Treenails	Breasthooks & Stems	Transoms, Pointers, & Crutches	Timbers of Frames & openings	Ditto ditto at other places	Stringers, Clamps & Shells	Splittings
good													

State if examined	State if examined	State if examined	State if examined
good	good	good	good

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel is in good condition, & eligible in my opinion to remain as
now classed in the R.B. without fresh record of survey. The notation of
S.S. N°1 (with date) to be deferred until the survey has been completed.

Survey Fee (per Section 29) Part S.S. N°1. Fees 156

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

25-4-1924

Received by me,

19

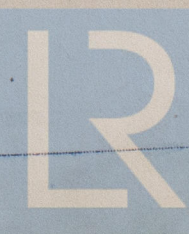
Surveyor to Lloyd's Register of Shipping.

FRI 30 MAY 1924

Committee's Minute

Character Assigned

FRI 2 MAY 1924

Deferred for
Comp. No. 1

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Lloyd's Register
Foundation