

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20-5 1916 Survey held at Rotterdam Date, First Survey 28-4 Last Survey 15-5 1916
 No. in Reg. Book. 35 on the Wood Iron or Steel OTIS TETRA Master

TONNAGE:—

GROSS 200

UNDER DEK.

NET

Built at Hall, Bommel By whom Meyer's S.B.C. When 1916Owners Cludig, PietersPort belonging to RotterdamOwners' Address Rotterdam
 (if not already recorded in Appendix to Register Book).Surveyed Afloat or in Dry Dock? both Name of Dock Burgenhout's Slip Destined Voyage CrooleWB=CellDBorDBa feet; uE&B 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. Port

(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-16-5-16

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 Assigned and expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>Class</u> <u>Contemplated</u> <u>100/A1</u>		

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

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 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 Equipment and Completion Trial entry.

The vessel has been placed on the slipway, bottom and rudder examined and found in good condition.

Anchors and chain cables examined and verified with certificates and particulars found as per other side, sails and tarpaulings complete and good.

Tunnel plating closed up and made watertight with thoroughly packed bolts and washers on the special request of the Owners.

Handpumps tested and found good, steam steering gear tested under steam and found in good working condition

SUMMARY OF DAMAGE REPAIRS:—

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>good</u>	Stringers <u>not end</u>	Dblg. Plates under Sounding Pipes <u>not end</u>	Copper, or Y.M. of Wood Vessels <u>✓</u>
Caulking of Decks <u>✓</u>	Inner Bottom Plating <u> </u>	Engine Room Skylights <u>good</u>	(State if on Felt.)
Waterways <u>✓</u>	State if Tanks have been examined inside <u>no</u>	Coal Bunkers, Open'gs, Lids, &c. <u> </u>	When put on, Month <u>✓</u> Year <u>✓</u>
Coamings <u>✓</u>	State if Tanks now tested <u>no</u>	Scuppers <u> </u>	Boats <u>good</u>
Beams & Fastenings <u>✓</u>	Bulkheads <u>good</u>	Cargo Hatchways <u> </u>	Masts, Yards, &c. <u>not end</u>
Outside Plating <u>✓</u>	Ceiling <u> </u>	Hatches <u> </u>	Condition, how ascertained <u> </u>
Caulking of ditto <u>✓</u>	Cement or Asphalt <u> </u>	Planking of Wood Vessels <u> </u>	(State if wedges removed) <u>no</u>
Rivets <u>✓</u>	(State which.)	Caulking ditto <u> </u>	Sails <u> </u>
Breasthooks & Crutches <u>not end</u>	Rudder <u>good</u>	Treenails ditto <u> </u>	Equipment letter <u>M</u>
Transoms <u> </u>	Steering gear and its connections <u> </u>	Breasthooks & Stemson ditto <u> </u>	Anchors, No. of <u>3 B 1 S 1 K</u>
Frames <u> </u>	Windlass <u> </u>	Transoms, Pointers, & Crutches ditto <u> </u>	Cables (State if now ranged) <u>yes</u>
Reverse Frames <u> </u>	Have Pumps now been examined and found efficient? <u>yes</u>	Timbers of Frame at openings ditto <u> </u>	„ length <u>20 fms</u> size <u>1 7/16</u>
Floors <u> </u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Ditto ditto at other places ditto <u> </u>	„ Rule length <u>20 fms</u> size <u>1 7/16</u>
Keelsons <u> </u>	Have Watertight Doors now been examined and found efficient? <u>yes</u>	Stringers, Clamps & Shelves ditto <u> </u>	Hawser & Warps <u>good</u>
		Sarking ditto <u> </u>	Standing & Running Rigging <u>good</u>
		(State if examined.)	

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.”

The vessel's equipment being now in order and the items remaining to complete the survey of classification being now satisfactorily completed, I am of opinion that the vessel is eligible to be classed in the Society's Register Book as previously recommended by the Amsterdam Surveyors.

Survey Fee (per Section 25) <u> </u> £	Fees applied for, <u> </u> 19
Special Damage or Repair Fee (if any) <u> </u> £	Received by me, <u> </u> 19
Travelling Expenses (if chargeable) <u> </u> £	
Second Surveyor's Fee (if any) <u> </u> £	

Committee's Minute

Character Assigned

FRI. JUN. -2. 1916

See minute Am.
 J.E. 416959

Surveyor to Lloyd's Register of Shipping.



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 Foundation
 W806-0012

To Certificate required? If so, to be sent to Amsterdam Surveyors.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

Equipment letter M

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED by TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
324	1st Bower ...	23	1	14	23	1	14	23	8	0	14	23	1	0	Ryan Patent	Sehudeam
325	2nd "	23	1	0	23	1	0	23	6	1	0	23	1	0	Ankerfah	19-5-1916
326	3rd "	20	2	14	20	2	14	21	5	3	21	20	1	0	Holland	A. Byls
	Collective Weight.	67	1	0								66	3	0		
327	Stream	6	0	0	1	2	3	8	5	0	0	6	0	0	Common	Sehudeam
328	Kedge.....	3	0	0	0	3	2	5	10	0	0	3	0	0	Ankerfah	19-5-1916 A. Byls

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Table 30 or 31.	Length.	Diam.			
608	240	1 7/16	37 5/8	55 5/8	230-2-26	222-1-17	240	1 7/16	Steel	Killing-Ankerfah. Sehudeam	8-5-16 A. Byls
										Holland	
Iron Stream Chain or Steel Wire...	60	3 1/2	✓	76			60	3 1/2	Steel wire		

Towline - 90 fathoms 3 1/4" steel wire ✓ 72 tons as taken 20.6.16
Hawsers and Warps - 90 fathoms 6" and 90 fathoms 5" hemp
The builders reported that no certificates could be obtained of the 3 1/2" and 3 1/4" steel wire supplied to the vessel.

D. V. W. W.



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