

AUG 16 1940

No.

50805

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 19... When handed in at Local Office... 19... Port of... *Amst.*
 No. in Survey held at... *Amst.* Date, First Survey... *2. 7. 40* Last Survey... *31. 7. 1940*
 Reg. Book. (No. of Visits... *9*)

23829 on the *Wood, Iron or Steel* *L.P. STAD SCHIEDAM.*
 TONNAGE:— Built at *Stockholm* By whom *Craig, Taylor & Co. Ltd.* When *1911*
 GROSS *5911* Owners *Navya - Lijn, N.V.* Owners' Address
 UNDER DECK *5296* Managers *Amst.* Port belonging to *Amst.*
 NET *1539*

Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Alexander Dock* Destined Voyage *Amst. ports.*
 Call D Bor DBa feet; uE&B feet; *9* feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. *28577* Port *Rot*

(Periodical Surveys, when held, must be reported in detail and serially 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.)

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 *Yes. Amst.*

Society's Freeboard (if assigned) as painted on Ship and now verified by *Donkey Boiler* *not used.* ins.

Representatives. *Not required.* Was a damage report made by anyone else? if so, by whom? *Underwritten Surveys.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage, Part L.P. 340. No. 1 & General Examination*

Damage stated to have been caused by striking Quay wall on entering the Alexander Dock, Amst., on the 24th June, 1940. Now Done. Vessel examined afloat. Damage found to be confined to indentation plating on Starboard bow & T. Structure in way of the fore peak space, chain locker & the forward end of the T. hold. Permanent repairs have now been satisfactorily carried out & the vessel placed in an efficient condition.

See Continuation Sheet.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Deck Plating.	Beams.	Inner Bottom Plates.	Dr. Plates.	Other Items:—
Renewed		3.	✓	✓	<i>WIDGES</i>		<i>STRONGER</i>	<i>5. Bulkhead plates</i>
Removed and Faired or Repaired	4		✓	✓	<i>FRAME BRACKETS</i>	4.	✓	<i>Stiffened bulkhead with angle & bays.</i>
Faired or Repaired in place	1	2.	1.	✓	2	✓	2	<i>Painting beam.</i>

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks <i>Efficient</i>	<i>Efficient</i>	<i>Efficient</i>	(State if on Felt.)
Caulking of Decks			When fitted, Month Year
Coamings			Boats
Beams & Fastenings			Masts, Yards, &c. <i>Efficient</i>
Outside Plating			Condition, how ascertained <i>from hull.</i>
" " in way of sidelights			(State if wedges removed.) "2"
Frames <i>Efficient</i>			Equipment letter
Reverse Frames			Anchors, No. of <i>3. B. 1.5.</i>
Longitudinals			Cables (State if now ranged) <i>400</i>
Transverses			" length <i>27 1/2</i> mean diamr <i>2 1/2</i>
Floors			" Rule length <i>27 1/2</i> size <i>2 1/2</i>
Keelsons			Chain Locker <i>Good</i>
Stringers			Hawser & Warps <i>Sufficient</i>
Inner Bottom Plating			Standing and Running Rigging <i>Efficient</i>
Have the Tanks been examined internally? <i>No</i>			Sails
Have the Tanks been tested? <i>✓</i>			

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 classed in the Register Book without 'resh record of Survey,'" "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

Opinion in my opinion to remain as classed with fresh record of survey 7.40 & notation L.P. 340. No. 1 - 40 on completion of the survey, subject to the hull plating of the vessel being dried & gauged at the next surveying.

Survey Fee (per Section 20) *GENERAL* £ 10 : 0 : 0 Fees applied for, *14 AUG 1940*
 Special Damage or Repair Fee (if any) £ 6 : 6 : 0 Received by me, *A.H. Seaman*
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £

Committee's Minute *note No. 140* FRI, 6 SEP 1940
 Character Assigned *1000 Subject*
Write it all up



Lloyd's Register
 Foundation
 W83-0046(114)

S/S "STAD SCHIEDAM."DAMAGE REPAIRS.

Shell plates, Sta. No.: 11'2 Plating O.F.O.R.
 11'1 int. below O.F.O.R.
 11'2 " " O.F.O.R.
 11'2 2nd. below O.F.O.R.
 11'2 3rd. below F.I.P.

For Peak Space (Upper part)

11'8 frame & corner frame F.I.P.
 11'9 " " " " removed.
 11'10 " " " " F.I.P.
 11'11 frame clipped & part removed.
 2 frame buckles F.I.P.
 3 " " O.F.O.R.
 1 beam knee O.F.O.R.
 2 Stanchion plates F.I.P.
 2 Stanchion shell angles & tie back bar O.F.O.R.
 1 Panting beam F.I.P. & back bar for same part removed.

Chain Locker.

3 Stanchion buckled plates part removed.

For Peak.

2 Buckled plates (int.) part removed.
 4 For peak buckled plates shell angles O.F.O.R.

Repairs have tested on completion & found tight & satisfactory.

GENERAL EXAMINATION.

At the request of the German Representative a general examination of the vessel has been carried out both above & in dry dock, the examination comprising the inspection of the following items:-

Bottom & Sides in dry dock; foreward & Superstructure decks, cargo holds, plating deck beam spaces, hatchways, coamings, beams, hatches, ventilation, air & standing pipes, closing & latching arrangements, engine & boiler spaces, fore peak space, chain locker, masts & rigging (from deck only) anchors & chain cables, steering gear & connections & the windlass.

Whereas the general condition of the vessel can be regarded as efficient in the main time it was noted during the examination that much of the plating was heavily encrusted with scale & rust & in the case of the centre line bulkheads in cargo holds 11'0 to 5' much of the riveting was rust bound.

See Continuation Sheet

S/S STAD SCHIEDAM.

Similarly The large hatchway clammings & plate beam sockets were seen to be heavily scaled & in some instances somewhat corroded.

Hammer Testing of the shell plating up to the light water line showed a general thinning of the shell plating but shell drillings taken at indicated points forward & aft on port & starboard sides showed the plating to be in an efficient condition.

The following shell plates were thus drilled.

Starboard Side : B 1. & 2.

Port Side : B 1. & 2.

" " : 11' 3" plate from aft in 4th Stow below Deck.

As a result of this general examination the following repairs have been carried out as recommended :-

11' 1 Hatch - 11' 2 beam capped & part renewed. (Ends.)

11' 3 " " " " " (Ends.)

11' 4 " " " " " (Ends.)

11' 5 " " " " " (Top.)

14 Mast bars F.I.P.

14 beam shoes F.I.P.

A number of mast brace rivets renewed
Of the 14 beam shoes F.I.P., 6 shoes were reinforced by electric welding at Top.

11' 2 Hatch - 11' 3 beam capped & part renewed (Top.)

11' 4 " " " " " (Top & Ends)

11' 5 " mast bar joined & welded.

11' 7 " capped & part renewed. (Ends.)

11' 3 Hatch - 11' 1 beam capped & part renewed (Ends & Top.)

(Bunkers) 11' 2 " " " " " (Top.)

11' 3 " mast bar renewed.

A number of mast brace rivets renewed.

8 mast bars F.I.P.

6 shoes F.I.P. & 1 shoe welded at Top.

11' 2 Hatch - 14 beam mast bars F.I.P.

14 " shoes F.I.P., 3 shoes welded at Top.

11' 4 Hatch - 11' 1 beam capped & part renewed (Top.)

11' 2 " " " " " (Top.)

11' 3 " " " " " (Top.)

11' 4 " " " " " (Ends & Top.)

11' 5 " " " " " (Top.)

11' 6 " " " " " (Top.)

11' 7 " " " " " (Top.)

14 Mast bars F.I.P.

14 sockets F.I.P. & 8 sockets welded at Top.

See Continuation Sheet.

HULL

31st July/40 on theS/S STAD SCHIEDAM.

71' 5" Hatch - 71' 1 beam clipped & part renewed (both ends.)

71' 3 " " " " " (both ends.)

71' 6 " " " " " (both ends.)

A number of rivet heads rivets renewed.

14 rivet bars F.B.P.

14 plates F.B.P. & 7 plates welded at top.

Shifting board channels in the 71' 1 Hatch center line bulkhead at the forward end of the hatch refastened in part by bolts & nuts in replacement of a number of rivet heads rivets now renewed.

Bridge span bunker. Frames.

Starboard side: 12 frames reinforced by riveted fore plates in way of cement checks.

Port side: 8 frames reinforced by riveted fore plates in way of cement checks.

2 web frames clipped & part renewed.

Bridge span bunker. Doublings

Fore and aft in Bridge span bunker reinforced by doubling plates, 3 in all, on starboard side in way of saddleback; port side in way of saddleback & immediately beneath the saddleback hatchway.

3 deck beams on fore and aft deck in way of the small bunker pocket hatchways clipped & part renewed. Cement checks in way of frame repair renewed.

A number of minor repairs effected as necessary.

Shell Plating.

1 doubling plate fitted in way of the 71' 5" large beam on the port side in the 1st stowage below deck, 72" x 51".

Also an existing doubling plate in the 4th stowage below deck, immediately beneath the above doubling, has been extended approximately 18".

S.S. 3RD 71' 1.

The representatives of the owners of the vessel have requested that the examination of the Bridge span bunker (excluding hatchways), the upper fore peak space, chain locker, anchors & chain cables, steering gear & examination of the bottom & rudder may be carried towards the Spring Survey 3rd. 71' 1 which becomes due this month (7.40), as also the windows. ^{Sealing & caulking}

It is submitted that this request may be acceded to subject to the shell plating being drilled & gauged at the next dry docking & found satisfactory.

W83-0046 (4/4)

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