

Received by Chief Surveyors 1.3.97

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<sup>2nd</sup> No. 3 SURVEY PARTLY HELD.VESSEL'S NAME In S.S. "Nederland" Report Aut. No. 3362

The remarks of the Chief 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 nature 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, 24/5/02.

When due 10.96 When proposed to be completed during the summer months.

Portion of Survey held, &amp;c.

<sup>2nd</sup>  
The S.S. No. 3 due 10.96 has now been partly held as

follows:- Bottom examined in dry dock, the hold, plates, coal bunkers, chain cables, chain locker, copper dams, 'tween decks, E. & B. space, upper deck, pumps, windlass, steering gear, sluice valves and watertight doors examined, the double bottom (excepting in engine room and No. 1 hold) tested, and the shell plating drilled in the chain locker with satisfactory results.

~~and the following repairs done (due to~~ ):-

The Surveyor states that the vessel is flush decked and has none of the crevices recorded in the Register Book.

It is proposed to complete the survey during the summer months.

It is submitted this proposal merits approval and the vessel is worthy to remain as classed, record of Survey ~~and~~ <sup>2nd</sup> notation of S.S. No. 3 being deferred until completion of same. The records of P 48' B 45' F 38' should be deleted from the Register Book.

Delete P 48' B 45' F 38'<sup>2nd</sup>  
The following remains to be done to complete the S.S. No. 3

viz:- The condition of frames, web plates, surface of plates &c. between the inner and outer skin to be ascertained, keel wedges removed and aloft, spars and rigging inspected, the double bottom under engines & boilers and in No. 1 hold tested, the thickness of shell plating amidships and aft ascertained, the crew space (above fore peak) and engine store room (aloft double skin) cleared, cleaned and examined.

The report should be returned to the Surveyor and he should be requested to mark the sheer stroke on the sketch of drilling.



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