

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 21/11 1934 When handed in at Local Office 29 Port of Rotterdam

No. in Survey held at Rotterdam and Flushing Date, First Survey 27/2 34 Last Survey 19/11 1934

Reg. Book. 01947 on the Wood, Iron or Steel M/V. BOSCHFONTEIN EX S.S. NIEUWKERK

TONNAGE - Built at Rotterdam By whom N.T. Mach. Fab. / Scheep + P. When 1910 10

GROSS 7139.71 Owners Van. Nederlandsche Scheep. Mij. Owners' Address Amsterdam, the Hague

UNDER DEK. 5047.74 Managers Sri in Agentum Mij. Holland / Apukaip. Port belonging to the Hague

NET 4294.20 Surveyed Afloat or in Dry Dock? in drydock Name of Dock City Dock Destined Voyage Hamburg

WB=CellDBorDBa 129 feet; uE&B 73 feet; f 170 feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity 1099 tons. FPT 115 tons; APT 62 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. 20958 Port Nam

(Periodical Surveys, when held, must be reported in detail and seriatim 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. 22.8/6.17/8.19/8. 30/8-1933

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 1.37 m ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Lengthening at bow and fitting of motor engine and oil fuel bunkers.

In connexion with the alteration made in this vessel the following corrections are necessary:
Length of forecastle = 64' DB aft 129' = 427 Tons Registered to 453.7 Gross Tonnage 7139.71
Length of bridge deck = 134' in space 43' = 166 " " B. 59.5 Under Deck " 5047.74
Capacity of forecastle = 115 Tons. DB fore - 170' = 506 " " D. 27.2 Net " 4294.20
Total capacity 1099 "

The new bow for this vessel has been made in advance at the yard of Messrs the Kon. Maats. De Scheep. Flushing. Upon arrival at Flushing the machinery has been removed, bow cut down to light waterline vessel towed to Rotterdam and placed on Ponloon. All parts for new bow fitted. Stern in Engine Room reconstructed in accordance with the approved plan for motor seating also the oil fuel bunkers continued.

SUMMARY OF DAMAGE REPAIRS: - Shell Plates, Frames, R. Frames, Floors, Beams, Str. Plates, Dk. Plates, Other Items: -

PRESENT CONDITION OF THE Decks, Caulking of Decks, Coamings, Beams & Fastenings, Outside Plating, Breasthooks, Transoms, Frames, Reverse Frames, Longitudinals, Transverses, Floors, Keelsons, Stringers, Inner Bottom Plating, State if Tanks have been examined inside, Air and Sounding Pipes, Dbing. Plates under Sounding Pipes, Engine Room Skylights, Oil Bunkers, Scuppers, Cargo Hatchways, Hatches, Planking, Caulking, Treennails, Breasthooks & Stems, Transoms, Pointers, & Crutches, Timbers of Frame at openings, Ditto Ditto at other places, Stringers, Clamps & Shelves, Salting, Copper, or Y.M. of Wood Vessels, Boats, Masts, Yards, &c., Condition, how ascertained, Sails, Equipment letter, Anchors, No. of, Cables, Rule length, Hawser & Warps, Standing and Running Rigging.

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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of as No. 1-24 and pEND24, &c."

This alteration and the repairs have been carried out in accordance with the approved plan and the rules, the workmanship is good and the vessel eligible in our opinion to remain as classed to have record for Survey Rotterdam 11-34 and notation for lengthened at bow 31'0" (fitted for oil fuel T.P. above 150°F)

Survey Fee (per Section 20) £ 1500- Fees applied for, 22/11/1934 Received by me. 12/12/34 J. Meuwissen Surveyor to Lloyd's Register of Shipping.

Committee's Minute Character Assigned notelell DB etc 100% With freeboard + dmh 11.34 + N.E. 11.34

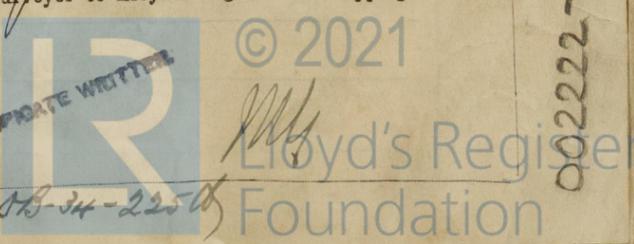
S(n) 11.34 09. DRS 11.34 2-DB-2254 N(W.T.) 213-34-2250

Has a survey also been held on the Machinery of the Ship? If so, is the Report sent note, or when will it be sent?

27.11.34

Vertical text on right margin: Is Certificate required? If so, to be sent to Rotterdam 3 cert.

002222-002228-0155 1/2



M.V. BOSCHFONTEIN ex S.S. NIEUWKERK

The scantlings have all been verified and found as given on the approved plans. All new parts have been properly joined to the old parts with proper shift of butts - the plating - shell - plating - the girders - pillars, Deck plating and hulls in E-R - the no I and floor connections made good, riveting in the various connected parts made as per rules.

The Bridge the extended to aft. scantlings as per plans approved and riveting as per rules.

All material made at works approved by the Society. Siemens marks from Appledy Iron Company Ltd. Dorman Long & Co Ltd. Frodingham Iron & Steel Co. Ltd. & Junkhoffnungshütte.

The Hatchways no I have been lengthened to forward by two frame spaces and one additional web fitted.

The Hatchway no 4 trussed in from shell to keel for bridge lengthening. In shell truss the bulkhead for no I hold extending W.T. to shell.

The Deck in Engine Room and no I - the oil fuel bunkers, and the forepeak tank tested to a height as required by the rules and all parts found sound and tight.

All parts and bottom recoated. Ceiling lining and guttersways in way of oil fuel spaces made as required by the rules and found in order.

Upon completion of her trials at sea, she has been placed in drydock, bottom and rudder cleaned and recoated.

R. Leeuwenburg

Mr Watt

R.R. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink, or so cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT. EX. STOCK.			WEIGHT OF STOCK.			TEST. PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge.....															

* 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 Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Fathoms	Ins.	Tons.	Tons.					

Iron Steam Chain or Steel Wire...