

REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report: 30-10-1941 When handed in at Local Office: 19- Port of Curacao, N.W.I.
 Survey held at Curacao, N.W.I. Date, First Survey 27 June 1941 Last Survey 20 Oct. 1941
 on the Wood, Iron or Steel J.S.M. V. A. "Rotterdam" of "Lomb" (No. of Visits 30)

Built at Flensburg By whom Apt. Vorkemeyer When 1921
 Owners Curacao Schepman & Zantvoort Owners' Address Curacao, N.W.I.
 Managers ✓ Port belonging to Willemstad

eyed Afloat and in Dry Dock? Both Name of Dock Willemstad Destined Voyage Curacao & Aruba
 DBorDBa. feet; uE&B feet; f feet }
 capacity tons. FPT tons; APT tons; MT feet tons. }
 Only alterations in the existing records of tanks should be inserted.

B.—All alterations in the existing records should be underlined.
 Report, No. Port

Heat Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be reported 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 setting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he has used his services for this purpose and to whom and why they were declined ✓

When certificate issued Was a damage report made by anyone else? If so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR Classification, J.S. 2nd 203, Docking & Repairs.
Done: Vessel placed in dry dock, bottom, keel, side plating & rudder cleaned, examined and repaired as required & recoated. All cargo bottoms removed from holds, all cement & timber removed. The holds, poop space, engine room, chain locker, peak, if castle & crew spaces including skylights cleaned, sealed & examined, shell plating drilled, repaired, placed in satisfactory condition & recoated throughout. Tank tops tested of all wiring, cleaned, sealed and then with force & after plate tanks examined & tested to rule requirements, afterwards tanks examined internally with parts of cement removed from bottom, found or placed in condition & coated with cement wash. Two oil fuel tankers tanks in after hold tested throughout, tested to rule requirements & found satisfactory. Doubling plates fitted all remaining pipes & structure in way of listing & tanks examined specially, examined and found

OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
examined								plates all in condition in sheet.
removed and Faired or Repaired								
removed or Repaired in place								

CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks	Good	Good	(State if on felt.)
Keel	Good	Good	When fitted, Month <u> </u> Year <u> </u>
Side Plates	Good	Good	Boats <u>One</u> <u>Good</u>
Stenings	Good	Good	Masts, Yards, &c. <u> </u>
Listing	Good	Good	Condition, how ascertained <u>by examination</u>
in way of sidelights	Good	Good	(State if wedges removed)
Wiring	Good	Good	Equipment letter <u> </u>
Have pumps been examined and found efficient?	Yes	Good	Anchors, No. of <u>2 B.</u> <u>8</u>
Have Sluice Valves been examined and found efficient?	Yes	Good	Cables (State if now ranged) <u>no</u>
Have Watertight Doors been examined and found efficient?	Yes	Good	length <u> </u> mean diam. <u> </u>
Have Ventilators and their Coamings been examined and found efficient?	Yes	Good	Rule length <u> </u> size <u> </u>
Plating	Good	Good	Chain Locker <u>Good</u>
Tanks been examined internally?	Yes	Good	Hawsers & Warps <u> </u>
Tanks been tested?	Yes	Good	Standing and Running Rigging <u> </u>
			Sails <u> </u>

at 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 survey, thus, for example:—"to remain as classed in the Register Book without fresh 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."

Vessel is eligible, in my opinion, to be assigned the Rotterdam A1 Class
plates. Special Survey 2nd 203-1041 and record of survey 10-41, when the
listing to Rule Requirements has been completed, "for service between Curacao
Carrying Sulphuric Acid in Portable cylindrical Tanks".

Section 25	1200 :—	Fees applied for,
Repair Fee (if any)	1501 :—	19
Charges (if chargeable)	30 :—	Received by me,
Lead Line Assignment	150 :—	19

Surveyor to Lloyd's Register of Shipping.
 TUE 14 JUL 1942
 See Cco 26 Apt 2090

J.S.M.V. "N. Eustakios"

satisfactory. The decks, ^{poop} bridge & 'castle' bulkheads, casings, companionways, doors & fastenings, sidelights, scuppers, hatchways, covers & fastenings, ventilator coamings, air & sounding pipes, pumps, mast & rigging, lifeboat, steering gear, windlass & etc examined & placed in satisfactory condition. The freeboard previously assigned the vessel verified & provisional certificates issued.

Note: The anchors & cables were ranged but no certificates or marks can be found to prove their quality. The owners have ordered new equipment to the requirements of letter g.

Reparis & alluvionis

Shell Plates:- Plate D1, 2 & 9, F3 & 5, 4 on port side renewed & D2 on port side & frames. part renewed.

Plates E 10 & F 3 on other side renewed.

6 frames, port side forward dropped, removed, painted & replaced. Shell plates in way painted in place.

2 shell frames, port side & 2 shbr. side above 7 Peak tank top renewed.

5 " " on port side in way fore hold tank side brackets fore renewed for approx 4 feet.

13 Hank side brackets renewed on front side from total of 22 on other side.

60 rivets removed in seam of plates E & F amidships on port side

186 ~ " " " " " E9F ~ " solut. note.

Randoler lifted, top & centre gudgeons reshaped, centre pinicle renewed. Sampling
bats examined.

Bulthead between holds in way of bidge on prs sides part renewed with steel plates.

Double Bottom Jamb: margin plate doubled between frames 8 & 11 & 22 & 23 & 18 angles renewed on other side. Margin plate doubled between frames 20 & 21 on p. side.

Fore Peak Tank top plating with stringer angles, 7 beam knees p.s. side, 7 frame brackets p.s. side & 7 bulkhead brackets renewed.

Chain locker frames & wood casing renewed. P & S Hd. chain pipes renewed.

Main deck plating including stringers & gusset bars renewed from stem to after
 cargo hatch. Wood sheathing on deck in fore castle not replaced. Deck beams
 [6] x 38 ft renewed from fore peak bulkhead to bridge bulkhead. Main
 deck stringer plate with angles & 3 frame brackets renewed from frames
 55 to 69 on p. side & from frames 55 to 68 on sbd. side. 2 strakes of
 deck plating renewed from frames 57 to 69 on p. side & from frames
 55 to 57 on sbd. side. Deck in accommodation aft covered with 2 1/2 in.
 composition cement & Sil-o-cel C3. Fore peak hatch coaming & cover renewed.

2 welded steel hatch coverings, 6'-2" x 10' & 6'-2" x 16'-8" with W.T. steel covers fitted on well deck. Longitudinal channel bars with double angle truss fitted.

930p platform fitted between third shipping beam & after coaming of after hatch.
Bridge deck plating from frames 54 to 64 renewed and wood deck completely renewed
from frames 54 to stern. Stringer plate renewed from frames 64 to 69 on

2.5 m.v. *St. Eustatius*.Roof
~~Deck~~ deck continued:-

port side and from frame 64 to 75 on starboard side. Gyrene & bracing bars on p.s. sides renewed from frame 54 to stern. 3 ventilators $7\frac{1}{2}$ " dia. fitted on p.s. sides in way accommodation. Life boat davits fitted on s.s. aft with new foundation plates. Hatch coaming sides cropped, forward end coaming fitted at frame 64, wood fore & afters, hatch covers, tarpaulins, battens bars & a number of cleats renewed. Steel accommodation house fitted at fore end of deck to house master, mate & 2 Engineers. Top of accommodation forms bridge with hand steering gear firmly secured. Deck in accommodation & on navigation bridge covered with $2\frac{1}{2}$ " compound cement & Jib-o-vel.

7' castle bulkhead plating fast renewed & entrance door with frame renewed.

Bridge front bulkhead W.T. doors & fittings renewed.

Bilge, ballast, air & sampling pipes renewed throughout.

Suction valves in 7' castle removed & blanked off.

Most renewed of 4 pipe sections 8"-6"-5" & 4" dia 12 meters overall length all welded. Fitted in angle ring on main deck & clipped to ^{poop} bridge front. 2" port of steel pipe clipped & welded.

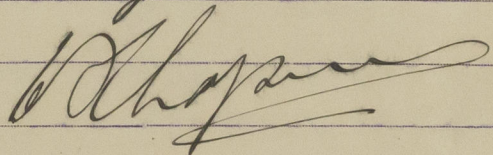
Steering gear, 4 lengths of chain renewed - no test certificate. Sheaves, guide rollers, buffer springs, screws, pins, shackles & quadrant overhauled & placed in good condition.

Oil Fuel Tanks:- 1 tank placed each side at after end of after hold, strongly constructed & fitted with filling, sampling & air pipes to decks. Suction valves fitted with splashed sprinkles to bridge deck.

Acid Tanks:- One 9 ft tank fitted in fore end of fore hold & two 8 ft tanks fitted in after end of fore hold. One 9 ft tank fitted in after hold. Tank stools of 3/8" plate with double 4" angle stiffeners. Forward tanks rest on 14" I girder & after tank on 8" I girder. 8" E tie straps secured over top of tanks to stools. Collision chocks fitted at each end of tanks. 6" combined filling and discharge pipes fitted to tank coamings. 2" air line with safety valve set to lift at 40 L/P fitted to each tank. Ford. tank tested to 70 L/P, centre tanks tested to 60 L/P. Work on after tank is in progress, expected to be ready for steaming in about two weeks time.

Other minor repairs & alterations effected.

The vessel entered service on the 20th October carrying sulphuric acid from Aruba to Caracas in the forward tanks only.



To complete the survey the after acid tank to be tested after repairs and the equipment tested or renewed.

