

MW

Deutsche Werft A.G., Hamburg.

Yard No. 125

5m.8.46.

X LAST REPORT No. 8981 PORT MEL.

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME s.s. "DUIVENDYK" (ex "Vancouver", ex "Curacao") REPORT Rot No. 29659

The remarks of the Chief Ship 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 cause 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, 24/5/92.)

This vessel was built at Hamburg in 1930 and classed with the Germanischer Lloyd.

A notation "Examined L.R. 2.45" is assigned.

The greater part of a further General Examination has been held and to entitle the vessel to the notation "Examined L.R. 4.46" the tank tops and bilges in way of Nos. 1,2,4 & 5 holds remain to be examined.

Permanent repairs are required to indented shell plating (p & s), buckled side frames, centre line bulkhead, beams, etc. in No. 2 hold and lower 'tween decks (p & s) at the Owners' convenience and to buckled frames and beams in Nos. 2 and 5 upper 'tween decks at the first convenient opportunity, and to No. 7 D.B. tank (s.s) not being used for feed water until repaired.

Classification with this Society is now desired.

Plans have been examined at this Office and the scantlings and arrangements found suitable for the class 100A- (See endorsement 27.9.46).

The ROTTERDAM Surveyors, in a First Entry Report and Rpt. 8, report the vessel placed in dry dock, the requirements of a Special Survey for Classification complied with, and the scantlings and arrangements verified.

Permanent repairs, as above, have been effected except to a number of indented shell plates (p & s) and the Surveyors recommend that they be dealt with at a convenient opportunity.

The equipment of anchors and chain cables on board is equivalent to Rule requirements, but certificates of test are not available. As it appears however from the 1939 edition of the Germanischer Lloyd Register Book that it has been tested by that Society it is submitted that it be accepted for assignment of the figure "1", but that the notation "Lloyd's A & CP" be omitted.

It is further submitted the vessel is worthy to be classed 100A1 with record of docking survey 11.46 and the notation S.S. - 11.46, subject to indented shell plating (p & s) being dealt with at the first convenient opportunity.

s.s. "DUIVENDYK"

100A1 "Fitted for oil fuel FP above 150°F"

11.46 Rot)
S.S. Rot. - 11.46) subject

Classed 11.46

1 Dk, 2nd dk except in No. 6 hold.

Cell DB 366' 1506t, tanks in way of tunnel 342t, FPT 129t, APT 95t
FK, 8BH

Cem.

P 35', B & F 434', Upper F 45'

O.L. 499.0'

2 $\frac{8}{16}$ "

Equipment letter for fees; "e" in red.

It is also submitted the Surveyors' attention be drawn to Section 17, Clause 2(a) of the Rules according to which this vessel requires 8 watertight bulkheads. In view of this requirement and the fact that 8 bulkheads appear in the Germanischer Lloyd Register Book they should be informed it is concluded the bulkhead between the engine and boiler spaces is a watertight bulkhead and that 8 bulkheads should be recorded in this case and not 7 bulkheads as reported, but they should state if this is so.

They should further be informed it is concluded 110 x 90 x 11 mm reversed frames are fitted to the main frames from $\frac{3}{5}$ length forward to 15% length from stem and that the clear spacing of the cargo battens is 230 mm, as indicated on the approved midship section, but this should be confirmed.

J.C.D.
16.1.47

GTB



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Lloyd's Register
Foundation

Oil 1/2