

Rpt. 8.

(Received at London Office

No. 219a.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9-8-1947. When handed in at Local Office 19 Port of GRONINGEN.

No. in Survey held at Harlingen & Delfzijl Date, First Survey 7-3-46 Last Survey 1-8-47. Reg. Book. on the ~~Wood-iron or Steel~~ M.V. "BATAVIER" (No. of Visits 20)TONNAGE :—
GROSS 394.96
UNDER DK. 239.11
NET 147.58

Built at Delfzijl

By whom Schw. Fa. Gebr. Niestern & Co. When 1941 6

Owners J. Muthert

Owners' Address

(If not already recorded in Appendix to Register Book).

Managers

Port belonging to Groningen

Surveyed Afloat or in Dry Dock? both Name of Dock Schw. "Welgelegen" Destined Voyage

Cell D Bor DBa feet; uE & B feet; f 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. see 1st Entry Port of Groningen, dated 9-8-47.

(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. Gron. 6-5-46 & S. ltr. Lon. 13-5-46.

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, not required

Society's Freeboard (if assigned) as painted on Ship and now verified 5 cm.

Was a damage report made by anyone else? if so, by whom? Underwriter Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR damage repairs and periodical Special Survey (reclassification)

The vessel being nearly completed as newbuilding on the 6th month of 1941 and at that time requisitioned by the German, the vessel is taken in commission as a buoying ship and in January 1946 handed over to the original Owner, the vessel has been submitted to carry out damage repairs for which the cause could not be stated and periodical special survey.

The following damage repairs have been carried out:—

The vessel has been placed on slipway at Harlingen, bottom and rudder cleaned, examined, found or made good and recoated.

On Portside renewed G strake plates No's 5, 8, 9, 10, with four frames. H. (bulwark) strake plates No's 8, 9, 10.

Removed faired and replaced B strake plates No's 5 & 6.

p.t.o.

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed ...	7	4					3	6 bulwark plates 23 hatchbeams
Removed and Faired or Repaired	2							
Faired or Repaired in place	43	90		8				14 bulwark plates

PRESENT CONDITION OF THE

Decks good	Bulkheads good	Engine Room Skylights good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Celling good	Coal Bunkers, Openings, Covers, &c. good	When fitted, Month Year
Coamings	Cement or Asphalt coated with oil.	Oil Bunkers	Boats good
Beams & Fastenings	Rudder good	Scuppers good	Masts, Yards, &c. good
Outside Plating	Steering gear and its connections good	Cargo Hatchways	Condition, how ascertained aloft (State if wedges removed.) no wedges.
" " in way of sidelights	Windlass	Hatches	Equipment letter 1
Frames	Have pumps been examined and found efficient? yes, efficient.	Planking	Anchors, No. of 3 Bowers & 1 Stream.
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged) yes
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length 195 Ftms diam. 1 3/16 (on board.)
Transverses	Have Ventilators and their Coamings been examined and found efficient? good	Breasthooks & Stemson	" Rule length 195 Ftms 1 3/16
Floors good	Air and Sounding Pipes good	Transoms, Pointers & Crutches	Chain Locker good
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps sufficient
Stringers		" " at other places	Standing and Running Rigging efficient
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined Internally? yes		Salting (State if examined.)	
Have the Tanks been tested? yes			

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 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."

This vessel is in a good and efficient condition and in my opinion eligible to be classed *100A1 with freeboard 6-41 with the notation S.S. Gro. 8,47 in the Register Book.

Survey Fee (per Section 29) reclassification Fl. 1100. Fees applied for,

Special Damage or Repair Fee (if any) Fl.: 500. Received by me,

Travelling Expenses (if chargeable) Fl.: 112.

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

See minute on Gro. F.E. Rpt. 218a

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

014004-014014-0064 1/2

Port of Groningen.

Continuation of Report No. 219a. dated 9-8-47

on the

M.V. "BATAVIER".

Periodical Special Survey. (contd.)

peaktanks cementwashed and double bottomtanks coated with oil, made or found good and tested by a head of water as required by the Rules and found sound and tight.

Decks examined and found good. Windlass steering gear and its connections examined, tried and found in good working order. Chaincables ranged with shackles unlocked and found good and complete. Anchors and chainlocker examined. Hatchways examined with hatches in position, made or found good. Pumps and air- and soundingpipes examined and found good. Shellplating under sidelights examined, found good.

L. H. Schmitt

Faired in place:-

D strake plate No.4. E strake plates No's 3,9. F strake plates No's 2,3,4,5,6,7,8,9,
10,11. G strake plates No's 1,2,3,4,5,6,7,11 and 12.

In 'tween deck space 44 frames.

Stem an(curved steelplate) faired in place.

H(bulwark) strake plates No's 2,3,4,5,6,12.

Upperpart of stem above shelterdeck with adjacent bulwarkplates renewed. H strake plates No's 11 and 12 partly renewed.

On starboard renewed:-

G strake plates No's 8,9,10. H.(bulwark) strake plates No's 8,9,10.

Faired in place:-

D strake plates No's 4 & 9. E strake plate No.11. F strake plates No's 2,3,4,5,6,7,8,9,10, 11,12. G strake plates No's 1,2,3,4,5,6,7,11. H strake plates No's 1,2,3,4,5,6,7,12.

In double bottom tank No.1. 8 floors faired in place.

In 'tweendeck space 46 frames faired in place, on Portside 8 Meters sidecoamingplate renewed and on Starboard 4.5 Meters. Main-deck in way of afterwell partly renewed.

New tonnage hatchway fitted, 14 new hatchbeams made for hatchway in maindeck and 9 hatchbeams renewed for hatchways in shelterdeck. 'Tweendeck bulkhead fitted on frame No. 26 & 30.

On Portside in D strake plate No. 4. one seaconnection removed and in hole of plate a piece of steel plate fitted by electric welding. The same work affected on starboard side in the same named plate for three seaconnections.

A few minor repairs have been carried out.

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.

[illegible]

Periodical Special Survey.:

The vessel has been placed on slipway, bottom and rudder cleaned, examined, found or made good and recoated. Holds, 'tweendecks, enginespace and seatings, fore and after-peaks cleared and cleaned for examination, all ceiling removed in hold, frames, floors, brackets, stringers, breasthooks, beams and all other parts thoroughly cleaned, scaled, made free from oxidation and examined right fore and aft. All casings round pipes exposed and all parts recoated where required.

All double bottom tanks and fore-and after peak tanks examined internally, cleaned,

to be continued.

10m.2.46. T. (MADE AND PRINTED IN ENGLAND)