

Received by Chief Ship Surveyor \_\_\_\_\_

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-2 AUG 1935

VESSEL'S NAME Steel S.S. "WILLEMSPLEIN" Rpt. Rot. No. 23824

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, 24/5/32.)

Nature of Survey 2nd. S.S. No. 3.

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in <sup>DECIMALS</sup> of an inch.

STRAKE.	AMIDSHIP.				FORWARD.				AFT.				REMARKS.			
	Original Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.		Std.	Port.	Std.
<u>BRIDGE</u> <u>SHEER STRAKE</u> .....	<u>.70</u>	<u>.70</u>	<u>.70</u>	-	-	<u>.42</u>	<u>.39</u>	<u>.43</u>	<u>.03</u>	-	<u>.38</u>	<u>.39</u>	<u>.35</u>	-	<u>.03</u>	
Strake below.....	<u>.66</u>	<u>.67</u>	<u>.67</u>	-	-	<u>.42</u>	<u>.43</u>	<u>.39</u>	-	<u>.03</u>	<u>.38</u>	<u>.35</u>	<u>.35</u>	<u>.03</u>	<u>.03</u>	
<u>MAIN SHEER STRAKE</u> .....	<u>.64</u>	<u>.63</u>	<u>.63</u>	<u>.01</u>	<u>.01</u>	<u>.46</u>	<u>.47</u>	<u>.51</u>	-	-	<u>.46</u>	<u>.51</u>	<u>.51</u>	-	-	
1st Strake below .....	<u>.64</u>	<u>.59</u>	<u>.63</u>	<u>.05</u>	<u>.01</u>	<u>.46</u>	<u>.51</u>	<u>.51</u>	-	-	<u>.46</u>	<u>.51</u>	<u>.51</u>	-	-	
2nd " " .....	<u>.64</u>	<u>.59</u>	<u>.59</u>	<u>.05</u>	<u>.05</u>	<u>.46</u>	<u>.51</u>	<u>.55</u>	-	-	<u>.46</u>	<u>.47</u>	<u>.51</u>	-	-	
3rd " " .....	<u>.67</u>	<u>.63</u>	<u>.63</u>	<u>.04</u>	<u>.04</u>	<u>.49</u>	<u>.51</u>	<u>.51</u>	-	-	<u>.49</u>	<u>.47</u>	<u>.47</u>	<u>.02</u>	<u>.02</u>	
4th " " .....	<u>.67</u>	<u>.63</u>	<u>.63</u>	<u>.04</u>	<u>.04</u>	<u>.49</u>	<u>.47</u>	<u>.47</u>	<u>.02</u>	<u>.02</u>	<u>.49</u>	<u>.47</u>	<u>.51</u>	<u>.02</u>	-	
5th " " .....	<u>.64</u>	<u>.59</u>	<u>.59</u>	<u>.05</u>	<u>.05</u>	<u>.46</u>	<u>.43</u>	<u>.45</u>	<u>.03</u>	<u>.03</u>	<u>.46</u>	<u>.47</u>	<u>.59</u>	-	-	
6th " " .....	<u>.66</u>	<u>.63</u>	<u>.71</u>	<u>.03</u>	-	<u>.48</u>	<u>.51</u>	<u>.43</u>	-	<u>.05</u>	<u>.48</u>	<u>.51</u>	<u>.55</u>	-	-	
7th " " .....						<u>.48</u>	<u>.47</u>	<u>.47</u>	<u>.01</u>	<u>.01</u>	<u>.48</u>	<u>.43</u>	<u>.47</u>	<u>.05</u>	<u>.01</u>	
8th " " .....						<u>.48</u>	<u>.59</u>	<u>.59</u>	-	-	<u>.48</u>	<u>.51</u>	<u>.47</u>	-	<u>.01</u>	
9th " " .....																

Drillings at ends to be made in the vicinity of the peak bulkheads.

The class is subject to indented bottom plating plates B4 and C4 starboard side being dealt with at the Owners' convenience.

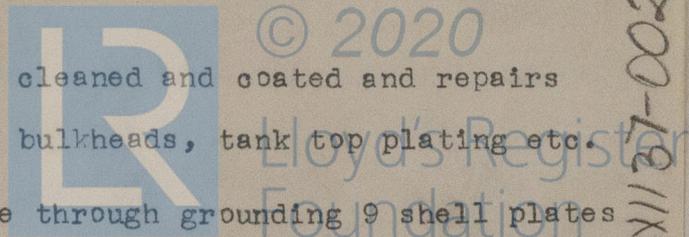
The Rotterdam Surveyors now report the vessel placed in dry dock and the requirements of the 2nd S.S.No.3, due 4,35, complied with.

The shell plating has been drilled with results, as shown above, which are satisfactory,

The bottom has been cleaned and coated and repairs effected to framing, decks, hatches, bulkheads, tank top plating etc.

On account of damage through grounding 9 shell plates

P.T.O.



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s.s. "WILLEMSPLEIN"

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42 bottom frames and 71 floors have been repaired.

It is submitted the vessel appears worthy to remain as classed with record of survey 7,35 and notation of 2nd S.S.No.3-7,35, without special condition.

100A1 )  
Spar Deck ) Without etc.  
7,35 Rot. )  
S.S.Rot.2nd No.3-7,35 )

*Handwritten signature*  
30.7.35



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