

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20 March 1929 When handed in at Local Office 19 Port of Rotterdam
 No. in Reg. Book. 7062 Survey held at Rotterdam Date, First Survey 18 Jan Last Survey 23 March 1929
 on the Wood, Iron or Steel Sc & "T" DEKDIJK (No. of Visits 12)

TONNAGE — Built at Westerminde-ly By whom J. B. Deeklenborg & Co. When 1914
 GROSS 7310 Owners Sted. Am. St. Nij. Owners' Address Rotterdam
 UNDER DECK 6550 Managers Holl. Amerika Lijn Port belonging to Rotterdam
 NET 4495
 Surveyed in Dry Dock? Name of Dock Witlo's dock Destined Voyage San Francisco
 WB=CellDBorDBa feet; uE&B feet; f feet
 total capacity tons; FPT tons; APT 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. 17811 Port Rotterdam

(Periodical Surveys, when held, must be reported in detail and verbatim 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.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he has advised the owner of the vessel of the damage and to whom and why they were declined

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

Society's Freeboard (if assigned) as painted on Ship and now verified 5 ft. 0 1/2 ins.

EXAMINATION AS PER RULE, FOR Special Survey N°2

Vessel has been placed in drydock, bottom cleaned, rivets found or made in a good condition and recoated. Tweendecks, engine and boiler space, fore and after peaks, bunkers cleared and cleaned for examination, all ceilings and floors in holds and bunkers and frames, floors, brackets, breasthooks, beams, bulkhead plating and stiffeners examined and all other parts thoroughly examined right and aft. All casings round pipes exposed and all recoated, where required. All double bottom tanks and afterpeak, coalbunkers examined internally, cleaned.

DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
... ..								
... ..								
... ..								

CONDITION OF THE

<u>good</u>	State if Tanks have been examined inside <u>yes</u>	Dblg. Plates under Sounding Pipes <u>good</u>	Copper, or I.M. of Wood Vessels (State if on Pelt.) <u>1</u> Year
<u>"</u>	State if Tanks now tested <u>yes</u>	Engine Room Skylights <u>"</u>	Boats <u>good</u>
<u>"</u>	Bulkheads <u>good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	Masts, Yards, &c. <u>"</u>
<u>"</u>	Ceiling <u>"</u>	Souppers <u>"</u>	Condition, how ascertained <u>aloft</u>
<u>"</u>	Cement or Asphalt (State which.) <u>"</u>	Cargo Hatchways <u>"</u>	(State if wedges removed) <u>yes</u>
<u>"</u>	Rudder <u>"</u>	Hatches <u>"</u>	Sails <u>"</u>
<u>"</u>	Steering gear and its connections <u>"</u>	Planking of Wood Vessels <u>"</u>	Equipment letter <u>dt</u>
<u>"</u>	Windlass <u>"</u>	Caulking ditto <u>"</u>	Anchors, No. of <u>3 B-1 Str.</u>
<u>"</u>	Have Pumps now been examined and found efficient? <u>yes good</u>	Treemails ditto <u>"</u>	Cables (State if now ranged) <u>yes</u>
<u>"</u>	Have Sluice Valves now been examined and found efficient? <u>"</u>	Breasthooks & Stemson ditto <u>"</u>	" length <u>300 lbs size 2 1/2"</u>
<u>good</u>	Have Watertight Doors now been examined and found efficient? <u>yes good</u>	Transoms, Pointers, & Crutches ditto <u>"</u>	" Rule length <u>300 lbs size 2 1/2"</u>
<u>"</u>	Have Ventilators and their Damings been examined and found efficient? <u>yes good</u>	Timbers of Frame at openings ditto <u>"</u>	Hawser & Warps <u>sufficient</u>
<u>"</u>		Ditto ditto at other places ditto <u>"</u>	Standing and Running Rigging <u>efficient</u>
<u>"</u>		Stringers, Clamps & Shells ditto <u>"</u>	
<u>"</u>		Salting (State if examined.) ditto <u>"</u>	

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of Survey, 1, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and ptND24, &c."

Vessel is in a good and efficient condition and in my opinion eligible to be continued as classed with fresh record of survey 3-29 and notation S.S. Rot N°2-29.

per Section 20) £ 300.00
 Repair Fee (if any) £
 Expenses (if chargeable) £ 4.00
 Surveyor's Fee (if any) £

Fee applied for,

01/4 1929

Received by me,

29/4/29

Surveyor to Lloyd's Register of Shipping.

Attorney's Minute

FRI. 26 APR 1929

Character Assigned

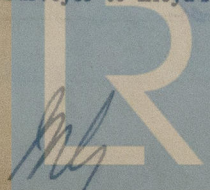
100A/ Shelter & w. Hd.

ss. No. 2-29

L.M.C. 3-29

+ N.B. 3-29

CERTIFICATE WRITTEN



Lloyd's Register Foundation

W547-0195

cement washed or coated, made or found in good condition and tested by a head of water as required by the Rules and found sound and tight. Decks examined and found or made good, windlass overhauled, masts, spars and general equipment examined rigging examined and found or made good, anchors examined and made markable. Chain locker examined and found good. Hatchways examined and latches in position and found or made good. Steam steering gear, its connections, rods, chains, blocks and other quadrant and hand steering gear, its connections overhauled, examined and made good. Steering gear and windlass tested under steam and found in good working condition. Plating under sidelights carefully examined by hammer and found good, ceiling removed where fitted. Pumps, water tight doors, air and sounding pipes and ventilator casings overhauled examined and found good. Doubling plates under sounding pipes good. Treeboard marks verified and found in order.

Wear and tear repairs.

On Starboard-side renewed L brake plate N^o 1, The brake plate N^o 2 and 3, Removed, paired and replaced K brake plate N^o 3.

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 Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...													If Patent state name of Patentee.		
	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]

Paired in place. To skate plate $N^{\circ} 4$, X° skate plate $N^{\circ} 3$ and
 9 skate plate $N^{\circ} 3$.

On Portside renewed H-strake plates #2 and 3.

On top of boiler room tank two plates renewed. In W Board side bunker one plate of bulkhead renewed. In coal shoot 4 stiffeners renewed. On Port side in bunker on after bulkhead 5 stiffeners renewed.

© 2021