

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 2/2/1941 When handed in at Local Office 2/2/1941 Port of BARRY

No. in Survey held at BARRY Date, First Survey 13/3/41 Last Survey 17/4/1941  
Reg. Book. (No. of Visits 3)

55592 on the Wood, Iron or Steel M/V VAN GELDER

TONNAGE:— Built at DUISBURG By whom E. BERNINGHAUS When 1914

GROSS 325 Owners HOLLANDSCHE ZEEREED Owners' Address (if not already recorded in Appendix to Register Book.)

UNDER DK. 179 Managers J. VERMAAS' SCHEERVAART BEGRIP Port belonging to ROTTERDAM.

NET 130

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock COMMERCIAL Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT tons; MT feet tons.) precisely as in Register Book & Supplements).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. 53750 Port CFF.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 offered his services for this purpose and to whom and why they were declined

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition

Now Done:

Bottom and midde cleaned, examined and recoated.

W&amp;T REPAIRS: bottom plate AS, port side, found fractured, has now had fracture cut out and welded, and an efficient doubler riveted over and welded round seam.

Minor riveting and caulking overhauled and made good and a few minor general repairs effected.

Decks, casings, coamings, hatchways ventilators, No. 2 hold, windlass and

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates	Frames	R. Frames	Floors	Beams	Str. Plates	Dk. Plates	Other Items:—
Renewed								P.T.O.
Removed and Faird or Repaired								
Faird or Repaired in place								

## PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	✓	Dblg. Plates under Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	(State if on Felt).
Caulking of Decks	good	State if Tanks now tested	✓	Engine Room Skylights	good	When put on, Month	Year
Coamings	part exam. good	Bulkheads	part exam. good	Gal. Portholes, Open'gs, Lids, &c.	good	Boats	good
Beams & Fastenings	part exam. good	Ceiling	"	Scuppers	good	Masts, Yards, &c.	from deck
Outside Plating	efficient	Cement or Asphalt (State which.)	good	Cargo Hatchways	part exam. good	Condition, how ascertained	(State if wedges removed)
Breasthooks	✓	Rudder	good	Hatches	part exam. good	Sails	✓
Transoms	✓	Steering gear and its connections	"	Planking of Wood Vessels	✓	Equipment letter	✓
Frames	part exam. good	Windlass	"	Caulking	ditto	Anchors, No. of	23 15
Reverse Frames	✓	Have Pumps now been examined and found efficient?	✓	Treenails	ditto	Cables (State if now ranged)	✓
Longitudinals	✓	Have Sluice Valves now been examined and found efficient?	✓	Breasthooks & Stemson	ditto	" length (on board)	size
Transverses	✓	Have Watertight Doors now been examined and found efficient?	✓	Transoms, Pointers, & Crutches	ditto	" Rule length	size
Floors	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Timbers of Frame at openings	ditto	Hawser & Warps	good
Keelsons	✓			Ditto Ditto at other places	ditto	Standing and Running Rigging	"
Stringers	part exam. good			Stringers, Clamps & Shells	ditto		
Inner Bottom Plating	✓			Salting (State if examined.)	ditto		

## General Observations, Opinion as to Class, Recommendation, &amp;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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24 and ptND24, &amp;c."

This vessel, so far as now seen, is eligible in my opinion to remain as classed with fresh record of survey 2.41, subject to permanent repairs to stem etc. and indicated keel &amp; shell plating (P&amp;S) at Owners' convenience.

Survey Fee (per Section 20)	£	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 20)	£	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned

Dutch Vessel.

FRI 7 MAR 34

(2.41 Dry)

R/O

Surveyor to Lloyd's Register of Shipping.

John Guthrie

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Lloyd's Register Foundation

007958-007966-0295



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## ANCHORS.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]