

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

JAN 27 1941

Date of writing Report 20th Jan 41, When handed in at Local Office 22nd Jan 1941 Port of GARDIFF

No. in Reg. Book 85392 Survey held at Cardiff Date, First Survey 31st Dec Last Survey 10th Jan 1941

on the Machinery of the Wood, Iron or Steel Screw M.V. "VAN GELDER" (No. of visits 4)

Tonnage } Gross 325 Vessel built at Wuisberg By whom E. Berninghaus When 1914
 Net 230

Nominal Horse Power 73 Engines made at Bolnes By whom H. V. Mchfr. Bolnes When 1914
 No. of Main Boilers ✓ Boilers, when made (Main) ✓ (Donkey) ✓

No. of Donkey Boilers ✓ Owners Hollandische Zeeva Owners' Address (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers ✓ Managers Vermaas' Scheepvaart Bedrijf Port Rotterdam Voyage
 in Donkey Boilers ✓ If Surveyed in Dry Dock East Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Oil Eng. & Donkey

(Periodical Surveys, when held, must be reported in detail and serialim 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 briefly summarised at the end of the report. 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 why they were declined Offered but not reqd.

Was a damage report made by anyone else? If so, by whom? Yes. Saw. Asst. Surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

" " Donkey " " " ✓

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

State latest date of internal examination of each boiler ✓ Present condition of funnel(s) Satisfactory

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? No If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft 4/1/41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Bush renewed

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Now done: Vessel drydocked. Propeller & outside fastenings examined.
Now done, on account of stated Grounding near Sturt Island, on the 10th Dec. 1940, on voyage Newport to Dunball: Propeller & sea connection cocks (opened up) examined. Propeller blades (bronze) failed & re-pitched. Propeller shaft drawn in, examined, tried in lashe, and skinned on account of slight pitting at bearing surfaces. New cast iron stern bush fitted, & rubber ring & brass face ring renewed.

The main engines have now been generally examined, and the auxiliary engine examined under working conditions & found satisfactory. The machinery has not been opened up for examination.

General Observations, Opinion, and Recommendation:— (cont.)

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, so far as now seen, is in good order, and in my opinion eligible for record of Propeller Shaft seen O.G. 1, 41.

Survey Fee (per Section 29) £ : : Fees applied for Reps, Revis. 3:3:0 22 Jan 1941
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :
 Travelling expenses (if chargeable) £ : : Received by me, _____ 19 _____

J.F. Richardson 2020
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 18 FEB 1941

Assigned See Last Rpt



Insert Character of Ship and Machinery precisely as in the Register Book

Screw the Cr. examined, propeller blades found to be bush riveted in account of damage from grounding. A general examination also held.

It is submitted that this vessel is eligible for THE RECORD. Examined L.R. 141

S (09) / 141.

14/2/41.

14/2/41.

Steel Screw M.V. Van Gelder.

At this time, but the Chief Engineer stated that the main engine crossheads were overhauled three months ago, & that the nos 1 & 2 (fwd) main engine cylinders were opened up twelve months ago. Stated that the starting air compressor (belt driven from the auxiliary engine) has been overhauled within the last month, and that the machinery is now working satisfactorily.

J.F.F.



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