

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th Dec 1940 When handed in at Local Office 30th Dec 1940 Port of CARDIFF

No. in Survey held at Cardiff Date, First Survey 1st Nov Last Survey 28th Nov 1940
Reg. Book. 85592 on the Wood, Iron or Steel M.V. "VAN GELOER" (No. of Visits 11)

TONNAGE:— Built at Quistburg By whom E. Benninghaus When 1914 YEAR. MONTH.
GROSS 325 Owners Hollandshc Keerech. Owners' Address (if not already recorded in Appendix to Register Book)
UNDER DK. 279 Managers J. Vermaas Schepvaad Bedrijf. Port belonging to Rotterdam
NET 230

Surveyed Afloat or in Dry Dock? Both Name of Dock Junction Destined Voyage ✓
Cell DBor DBa feet; uE&B feet; feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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. 114797 Port LIV.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>Gen. Lloyd.</u>	<u>Oil engine.</u>

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

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 Not required
Int cert. attached. Was a damage report made by anyone else? If so, by whom? no motion.

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF GENERAL EXAMINATION (Sec. 10, Pt. 1, 114797)
and DAMAGES stated to have been sustained through:—

- RANGING against quay wall at Swington, Appledore on the 5th November 1940, also bumping on bottom.
- HEAVY WEATHER whilst lying off Clare Point, Ireland on the 31st October 1940.
- HEAVY WEATHER during voyage from Belfast to Maryport on the 2nd November 1940.
- STRIKING QUAY WALL coming out of Queens Dock, Cardiff on the 8th November 1940.

(SEE CONTN.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	✓	✓	✓	✓	✓	✓	✓	Repairs to <u>gutting & caulking</u> of shell seams at <u>Wardlass</u> <u>Stem</u> <u>port</u> (also see report.)
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	
Fair'd or Repaired in place	✓	✓	✓	✓	✓	✓	✓	

PRESENT CONDITION OF THE		Efficient		Efficient		Efficient		Efficient	
Decks	Efficient	Bulkheads	Efficient	Engine Room Skylights	Efficient	Copper, or Y.M.	(State if on 20ft.)	When fitted	Year
Caulking of Decks	✓	Ceiling	✓	Coal Bankers, Openings, Covers, &c.	✓	Boats	Efficient	Masts, Yards, &c.	Efficient
Coamings	✓	Cement or Asphalt	✓	Oil Bunkers	✓	Condition, how ascertained	from dk.	Equipment letter	✓
Beams & Fastenings	✓	Rudder	✓	Scuppers	Efficient	Anchors, No. of	2-1-1	Cables (State if now ranged)	yes
Outside Plating	✓	Steering gear and its connections	✓	Cargo Hatchways	✓	length	210 fath	mean diam.	1 1/2"
" " in way of sidelights	✓	Windlass	✓	Hatches	✓	Rule length	✓	size	✓
Frames	Efficient	Have pumps been examined and found efficient?	No	Planking	✓	Chain Locker	Efficient	Hawsers & Warps	Satisfactory
Reverse Frames	✓	Have Sluice Valves been examined and found efficient?	No	Caulking	✓	Standing Rigging	Satisfactory	Sails	✓
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	No	Treenails	✓				
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems	✓				
Floors	Efficient	Air and Sounding Pipes (pica)	Efficient	Transoms, Pointers & Crutches	✓				
Keelsons	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓				
Stringers	✓			Stringers, Clamps & Shelves	✓				
Inner Bottom Plating	✓			Salting	(State if examined.)				
Have the Tanks been examined internally?	No								
Have the Tanks been tested?	Yes								

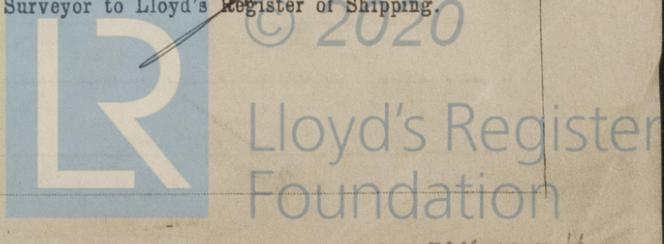
General Observations, Opinion as to Class, Recommendation, &c.:

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 from present General Examination, is eligible, in my opinion, to have the record of "Examined L.R. 1140." Permanent repairs to stem & stem plating etc require to be effected at the owner's convenience.

Survey Fee (per Section 20) <u>GENERAL EXAMIN.</u>	£ 3	0	0	Fees applied for, <u>30th Dec 1940</u>
Special Damage or Repair Fee (if any) (per Sec. 20)	£ 5	5	0	Received by me, <u>19</u>
Travelling Expenses (if chargeable)	£			
Second Surveyor's Fee (if any)	£			

Lockhart
Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 10 DEC 1940
Character Assigned Examined L.R. 1140
White



M.V. "VAN GELDER."

NOW DONE :- Vessel placed in drydock, bottom & rudder cleaned, examined and subsequently recoated. Deck tanks, fore peak & aft peak tested. Both holds and floors in way examined (open floors, ceiling lifted.) Wood hatch covers (ranged) & tarpaulins examined. Hatchways, Decks, casings, Ventilators & steering gear generally examined, all found or placed in efficient condition. Anchors and cables ranged. Windlass (opened out) examined.

DAMAGE REPAIRS. ① (RANGING.)

a number of shell rivets and seams overhauled in way of slightly indented shell plates B4, D4 & D6 (ps.) A1, C1 (ps.) A1, 2, 4, 5, 6, C1 (ss) P+S forefoot plates, nos. 1, 4, 5 & 6 keel plates. As the set up of indentations on these plates ranged from $\frac{3}{4}$ " to $\frac{1}{4}$ ", in my opinion, the structural efficiency is unimpaired.

Port aft length of bridge keel faired in place.

Starboard " " " " removed, faired & refitted.

2 lengths of shell bar in way removed, faired & refitted.

Starboard No 2 length of bridge keel cut loose, faired & refitted.

Shell bar in way of same " " " " " "

② HEAVY WEATHER.

Windlass main shaft, straightened & 2 spur wheels renewed.

Port fairlead in fore-castle head renewed.

Anchors & cables examined but: no defects found.

③ HEAVY WEATHER.

Steering chains removed, annealed, examined and found in order. Starboard buffed spring bolts renewed.

④ STRIKING QUAY WALL. (Stem Damage.)

Stem bar and stem plates in D+E strakes P+S together with doublers on same found buckled for approx 4'-0" depth. As a temporary repair the riveting & caulking in way of same has been overhauled and is efficient meantime.

W+T REPAIRS.

2 frames in No 1 hold (ps.) repaired by welding & reinforced by fitting two deep beam knees. Stiffeners on forebulkhead riveted as necessary. 2 hold vent. coamings at fore end of No 2 hatch (see/w. sp. 114797.) and 1 hold vent. coaming at fore end of No 1 hatch renewed.

A few other minor repairs effected.

M. V. "VAN GELDER"

GENERAL EXAMINATION.

The general examination past held at Liverpool (See Rpt. 12494) has now been completed by the examination of the vessel in drydock, the cargo holds, hatch covers and renewal of 2 hold ventilator coverings at forward end of no 2 hatch.

The Duplants, Fore peak & aft peak tanks have also been tested at this time and the anchors & cables (ranged), Windlass (opened out) and steering chains examined.

Lockhart



© 2020

Lloyd's Register Foundation

0304 3/3