

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

(Received at London Office DEC - 2 1940)

Date of writing Report 29th Mar. 1940, When handed in at Local Office 30th Nov. 1940 Port of GARDIFF.

No. in Reg. Book. Survey held at Cardiff Date, First Survey 9th Mar. Last Survey 25th Nov. 1940 (No. of Visits 3)

85592 on the Machinery of the Wood, Iron or Steel S.S. "VAN GELDER"

Tonnage { Gross 325 Net 230 Vessel built at Dinsbury By whom S. Deringham When 1914

Nominal Horse Power 73 Engines made at Bolnes By whom W.V. Melff. Bolnes When 1934

No. of Main Boilers Owners Holland & Zeeuws Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers Managers J. Vermaas, Schepers, Adriaans Port Rotterdam Voyage

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Junction D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) D.D.

(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 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

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

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

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

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) Just

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? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16

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

If 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

None done. Vessel drydocked, perfectly and outside fastenings of sea connections examined. (Stated screw shaft drawn and examined in Holland in February 1940)

Small belt driven air compressor and centrifugal ballast pump opened out for overhaul, examined and found a made good.

Nothing else opened out at this time

General Observations, Opinion, and Recommendation: The Machinery of this

(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, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

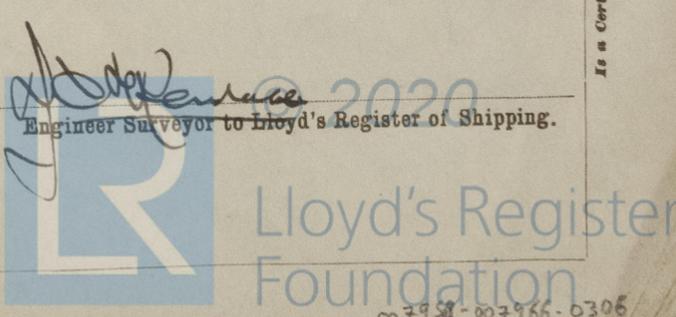
CS 3,31, as now run, is in good order, with all fresh work.

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned See Rpt. on hull



Machinery partly
examined

Noted

SA

6/12/40



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