

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report *31st May 1946* When handed in at Local Office *19* Port of *Rotterdam*
 No. in Reg. Book *35407* Survey held at *Rotterdam* Date, First Survey *7th Febr* Last Survey *14th May 1946*
 on the *Wood, Iron or Steel* M.S. "*VAN GELDER*" (No. of Visits *13*)

TONNAGE:— Built at *Duisburg* By whom *E. Berminghaus* When *1919*
 GROSS *325* Owners *Hollandische Zeecreed* Owners' Address _____
 UNDER DK. *279* Managers *J. Vermaas Schepers Beek* Port belonging to *Rotterdam*
 NET *230*

Surveyed Afloat or in Dry Dock? *both* Name of Dock *J. Smits & Co's* Destined Voyage *Middlesbrough*
 Cell DBorDBa _____ feet; uE&B _____ feet; f _____ feet }
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons. }

N.B.—All alterations in the existing records should be underlined.
 Last Report, No. *22550* Port *Grtk*

(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.)

CHARACTER + for Special Survey Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>Docking date 10.45</i>	<i>P.B.1</i>
<i>Examined</i>	<i>Examined LR 12.44</i>
	<i>MS 1.44</i>
	<i>MS (M) 4.45</i>
	<i>TS 12.44</i>

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. *yes to Owners but not required; interim certificate attached* Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR *damage repairs and special survey*
The vessel has been placed on slipway, bottom and rudder cleaned, examined, found or made in good condition and recoated.
Holds cleared; the whole of the ceiling and limber boards and the bottom plating has been examined, just inside and outside and made in good condition.
The steel work has been exposed and cleaned, rust removed where required, coatings of pipes removed; afterward examined, found or made in good condition and recoated where required. Machinery space examined. See letter 26.7.46
Peak tanks and deep tanks cleaned, chipped and examined found or made in good condition cement tested, and tested as required by the Rules and found sound and light.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	<i>7</i>							<i>s.s. down pipe</i>
Removed and Faired or Repaired	<i>52</i>			<i>21</i>				
Faired or Repaired in place ...	<i>15</i>	<i>124</i>	<i>44</i>					<i>bulwark p. s.s.</i>

PRESENT CONDITION OF THE		Copper, or Y.M. (State if on Felt.)	
Decks <i>good</i>	Bulkheads <i>good</i>	Engine Room Skylights <i>good</i>	When fitted, Month _____ Year _____
Caulking of Decks <i>"</i>	Ceiling <i>"</i>	Coal Bunkers, Openings, Covers, &c. <i>"</i>	Boats <i>good</i>
Coamings <i>"</i>	Cement or Asphalt <i>see rep. not.</i>	Oil Bunkers <i>good</i>	Masts, Yards, &c. _____
Beams & Fastenings <i>"</i>	Rudder <i>good</i>	Scuppers <i>"</i>	Condition, how ascertained <i>from deck</i>
Outside Plating <i>"</i>	Steering gear and its connections <i>"</i>	Cargo Hatchways <i>"</i>	(State if wedges removed) _____
" " in way of sidelights <i>"</i>	Windlass <i>"</i>	Hatches <i>"</i>	Equipment letter _____
Frames <i>"</i>	Have pumps been examined and found efficient? <i>yes</i>	Planking <i>"</i>	Anchors, No. of _____
Reverse Frames <i>"</i>	Have Sluice Valves been examined and found efficient? <i>yes</i>	Caulking <i>"</i>	Cables (State if now ranged) _____
Longitudinals <i>"</i>	Have Watertight Doors been examined and found efficient? <i>yes</i>	Treenails <i>"</i>	" length _____ mean diamr. _____
Transverses <i>"</i>	Have Ventilators and theirs Coamings been examined and found efficient? <i>yes</i>	Breasthooks & Stemson <i>"</i>	(on board) _____
Floors <i>"</i>	Air and Sounding Pipes <i>good</i>	Transoms, Pointers & Crutches <i>"</i>	" Rule length _____ size _____
Keelsons <i>"</i>	Doubling Plates under Sounding Pipes <i>filled</i>	Timbers of Frame at openings <i>"</i>	Chain Locker <i>good</i>
Stringers <i>"</i>		" " at other places <i>"</i>	Hawsers & Warps <i>sufficient</i>
Inner Bottom Plating <i>"</i>		Stringers, Clamps & Shelves <i>"</i>	Standing and Running Rigging <i>good</i>
Have the Tanks been examined internally? <i>yes</i>		Salting (State if examined.) <i>"</i>	Sails <i>yes</i>
Have the Tanks been tested? <i>yes</i>			

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 is in a good and efficient condition and in my opinion eligible to be classed at this Society "O.A. for coasting service" with notation s.s. Rot. 5-46, and may be expunged from the Special Reason List.

Survey Fee (per Section 29) <i>dam. rep.</i>	£ <i>625.-</i>	Fees applied for, _____
Special Damage or Repair Fee (if any) (per Section 29)	£ _____	20-5-1946
Travelling expenses (if chargeable)	£ <i>7,500</i>	Received by me, _____
Second Surveyor's Fee (if any)	£ _____	19 _____

Committee's Minute *FRI. 19 JUL 1946*
 Character Assigned *See minute on Rot. F.E. rpt. 29399^A*

M. Wiskool
 Surveyor to Lloyd's Register of Shipping.



"VAN GELDER"

Chain cables ranged and anchors and chains examined and placed in good working order
Chain locker examined and found good.

Mast, rigging and general equipment examined and found or made in good condition

Latel covers and supports examined in position and found or made in good condition

Tarpaulins cleats, battens etc. exnd and found good. Ventilator coaming and covers exnd and found in good condition

The steering gear, with quadrant, tiller, rod and chains and auxiliary steering gear exnd and found in good condition. Windlass, pumps, air and sounding pipes exnd and found or made in good condition

Freeboard verified with old freeboard certificates

Wear and tear repairs

Forepeak deck stringer angle bar partly renewed. Lower part of forepeak bulkhead renewed. Several renewed frames in peak renewed

A large number of deck rivets renewed.

2 Prop deck plates renewed; quadrant plating renewed

In after peak 1 deck beam & 1 frame with knee renewed

Several minor repairs have been carried out right forward and aft.

Damage repairs

The vessel is reported to have sustained damage through several occasions during the war.

Keel placed on slipway, and the following shell plates and structural parts in way which were found to be more or less indented have been dealt with
On p.s. counted from forward:

B₁, C_{2,4,5,7}, D₈, H_{1,2,3} faired in place

A_{1,6,7}, B₆, C_{1,3}, D_{1,3,4,5,6}, E_{1,4,5}, F_{2,3,4,5,6,7,8}, H_{4,5} removed, faired and replaced

E_{3,6,8}, F₁ renewed.

On S.1

A₁, D₈, E_{6,9}, H_{1,2} faired in place

A_{6,7}, B₆, C_{1,2,3}, D_{1,2,3,4,5}, E_{1,2,4,5,7,8}, F_{2,4,5,6,7,8}, H_{4,5} removed faired and replaced.

F_{1,2}, H₃ renewed.

Keelstrake plates No 1,6,7,8 removed, faired and replaced

Them partly removed, faired, replaced and electrically welded to the not removed part.

^{P.S.}
H6 → 35. hamee pipe renewed, Bulwark plates with stanchions and rail on top p.s. and S.S. as a whole faired in place.

In fore peak 16 frames faired in place

" hold nos 78 frames and 34 reversed frames faired in place

" " " 2 21 floors with endre and side keelsons in way removed, faired and replaced (setup bottom) 30 frames and 10 reversed frames faired in place

Upon completion of repairs deck and shell hose tested and fore peak tanks and deep tanks tested as required and found sound and tight

J. Wiskoot

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Foundation