

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 17 JUN 1946)

Date of writing Report: 20-5-1946 When handed in at Local Office: 19. 19. Port of Rotterdam

No. in Survey held at: 35407 on the Machinery of the Wood, Iron or Steel M.S. "VAN GELDER" Date. First Survey 1-1-46 Last Survey 20-5-1946 (No. of Visits 15)

Gross Tonnage 325 Vessel built at Duisburg By whom E. Berninghaus When 1914
Net Tonnage 230 Engines made at Bolnes By whom W. Machff. Bolnes When 1934
Nominal Horse Power 73 Boilers, when made (Main) (Donkey)
No. of Main Boilers Owners: Hollandsche Merced Owners' Address
No. of Donkey Boilers Managers: J. Vermaas' Scheeps Beeld Port Rotterdam Voyage Middelen
Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock: In shipway P. Smit
in Donkey Boilers (State name of Dock.)

Particulars of Classification which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
Docking date 10-45 Yru.		Examined LR 12-44 P. J. J. MS 144 MS (M) 4.45 TS 12.44

1st Report No. Port Particulars of Examination and Repairs (if any) L.M.C. + T.S. + Repairs

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. E. 17-3-46

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

is 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? Donkey

not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

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?

What is the latest date of internal examination of each boiler?

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 the screw shaft now been drawn and examined? Yes Has it a continuous liner? no Is an approved oil retaining appliance fitted at the after end?

Has the 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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 12-3-46 State the wear down in the stern bush fit Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Inspection on shipway. Propellers, sternbush and fastenings examined. Screwshaft drawn and examined. Connections opened out

Exam'd main engine cylinders, covers, pistons, valves and gear, connecting rod with their top and bottom ends, crank and coupling shafts, clutches and reversing gear.

Exam'd all working parts of auxiliary engine and of compressor.

All starting air receivers exam'd internally and tested hydraulically.

Operate fuel tanks, pumps, pumping arrangement exam'd

Electric equipment examined and tested as required by the Rules

The manoeuvring of the engines tried under working conditions.

All above parts found or placed in good condition.

Repairs now carried out:

All cylinders boudout, new pistons made and fitted. Piston rod of cyl 1-4 renewed

Main engine bedplate now renewed

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good

(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, PS 9.11, B&MS 9.11 *LMC 9.11 or *LMC 140 lb., FD, &c.)

condition and eligible in my opinion to be classed in the Society's Registerbook with L.M.C. 5-46 and notation of T.S. seen 3-46

Survey Fee (per Section 29) see final entire report Fees applied for 20-5-1946

Special Damage or Repair Fee (if any) (per Section 29.) £ 9/120 000 Received by me, A. Hasselt

Travelling expenses (if chargeable) £

Committee's Minute assigned See minute on Rot. F.E. mch. opt. 29399 A

FRI. 19 JUL 1946

Engineer Surveyor to Lloyd's Register of Shipping.



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

Is a Certificate required? If so, to be sent to