

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "VAN GELDER" REPORT Rot. No. 29399
29400

Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine Oil Engines 2 S.C.S.A.

4 Cy. 10 $\frac{1}{4}$ " - 14 $\frac{9}{16}$ "

MN 74

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No

If fitted with an outside gland of approved type No

The engines of this vessel were constructed in 1934 to the classification of Germanischer Lloyd.

With a view to classification with Lloyd's Register the Rotterdam Surveyors have forwarded first entry reports and plans. These have been examined and the scantlings and arrangements are such as could be accepted. The machinery has been opened up throughout and tried under working conditions satisfactorily.

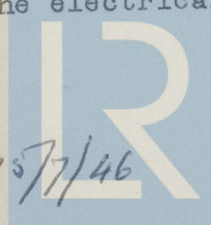
At this time all cylinders were rebored and pistons renewed. Main engine bedplate and minor repairs effected.

This vessel's machinery ~~appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is~~ eligible to be classed LMC 5.46

S 3.46.

It is concluded the flash point of the oil to be used is over 150°F. The Surveyors should state how the electric cables are supported and protected and whether the electrical spare gear is in order.

See Rot letter 25/7/46



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