

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

(Received at London Office SEP 19 1940)

Date of writing Report 6-9-40 19

When handed in at Local Office - 7 SEP 1940

Port of LIVERPOOL

No. in Reg. Book. 35592 Survey held at Liverpool Date, First Survey Aug 27<sup>th</sup> Last Survey Aug 30 1940 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel MV VAN GELDER

Tonnage { Gross 325 Vessel built at Duisburg By whom E. Berninghaus When 1914  
 Net 230 Engines made at Bolnes By whom N.V.M. Bolnes When 1934  
 Nominal Horse Power 73 Boilers, when made (Main) (Donkey) ✓  
 No. of Main Boilers ✓ Owners Hollandsche Zee reed Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers ✓ Managers J. Vermaas Scheepvaart B.V. Port Rotterdam Voyage  
 Steam Pressure in Main Boilers ✓ If surveyed Afloat or in Dry Dock Canada  
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. Port

## Particulars of Examination and Repairs (if any) General Examination

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?

" " Donkey " " " " " "

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)

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?

Is screw shaft now been drawn and examined?

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?

Is shaft now been changed? If so, state reasons

Is 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 ✓

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ✓

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Is 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

At the request of the Netherland Shipping & Trading Committee Ltd, the machinery examined as far as practicable without opening up.

The main and auxiliary machinery afterwards examined under working conditions, and pumps tried on the bilges with satisfactory results.

The fuel pump control shaft (broken) now renewed.

## General Observations, Opinion, and Recommendation:— The machinery of this vessel so far

(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.)

now seen is in an efficient condition and eligible in my opinion to have record of Examined L.R. 8-40

Survey Fee (per Section 29) See Hall rept. £ : : Fees applied for  
 Special Damage or Repair Fee (if any) £ ✓ : :  
 (per Section 29.)  
 Travelling expenses (if chargeable) £ : : Received by me

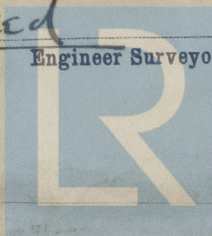
Committee's Minute

signed

Transmit to London.

Cur Reed

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

007958-007966-0314



