

Received by Chief Ship Surveyor.....

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29399 &

29400

ESSEL'S NAME m.v. "VAN GELDER" REPORT Rot No.

he remarks of the Chief Ship 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.)

This vessel was built in 1914 and classed with the Germanischer Lloyd.

The period of validity of the notation "Examined L.R. 12,44" has expired.

Permanent repairs are required to buckled stem and stem plating (p & s), hawse pipe (p.s), indented keel and shell plating (p & s) and deck plating (s.s) at the first opportunity.

Classification with this Society is desired.

Plans submitted by the ROTTERDAM Surveyors have been examined at this Office and the scantlings and arrangements found suitable for the class 100A- "For Service in the Baltic, North Sea including Shetlands, English Channel, Irish Sea and French Coast to Lorient".

The same Surveyors, in a First Entry Report and Rpt 8, report (5,46) the vessel placed on a slipway, the requirements of the Rules for a 2nd S.S. No. 3 carried out, and the scantlings and arrangements verified.

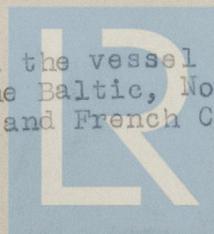
Due to wear and tear, repairs and/or renewals to deck plating and riveting, framing, fore peak bulkhead etc. carried out.

On account of damage sustained during war service renewals and/or repairs to stem and stem plating, keel and shell plating, framing, floors and girders, bulwarks (p & s) and hawse pipe (p.s) effected.

The Surveyors recommend that the above conditions be deleted.

The equipment of anchors and chain cables on board, which has been tested by the Germanischer Lloyd, is in excess of Rule requirements and it is submitted that it be accepted for assignment of the figure "1", but that the notation "Lloyd's A & CP" be omitted.

It is further submitted the vessel is eligible to be classed 100A1 "For Service in the Baltic, North Sea including Shetlands, English Channel, Irish Sea and French Coast to Lorient",



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"VAN GELDER"

with record of docking survey 5,46 and notation of S.S.-5,46 (Dr.), but without special condition.

100A1 "For Service in the Baltic, North Sea including Shetlands, English Channel, Irish Sea and French Coast to Lorient"

5,46 Rot)
S.S. Rot-5,46 (Dr.)) without

Date of build 1914

1 Dk

MT 8' 47t, FPT 35t

FK, 4BH

F 13'

O.L. 136.4'

The Certificate of Classification to be endorsed "Cargo Battens not fitted" and the same notation to be printed in the Register Book.

Equipment letter for fees: "e" in red

Insert in S.R.L.:

(Bottom in way of holds to be examined internally annually (cement omitted)).

It is also submitted the Surveyors be informed it is concluded the plans forwarded with their reports are verified copies of the approved plans, that the shell plating has been drilled in accordance with Rule requirements for a 2nd S.S. No. 3, that the upper deck through beams are as indicated on the deck plan, that the machinery space has been examined, that the towline and hawser are steel wire ropes. and that the port hawse pipe has been renewed instead of the starboard hawse pipe as reported, but they should state if this is so.

They should be referred to Section 32, clause 1(a) of the Rules and requested to advise the Owners that owing to the omission of cement the bottom in way of the holds will require to be examined internally annually.

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