

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

(Received at London Office)

3 MAY 1945

Date of writing Report 25.4.45. When handed in at Local Office 25.4.45. Port of GREENOCK.

No. in Survey held at Port GLASGOW. Date. First Survey 22ND DEC. 1944 Last Survey 11TH APRIL 1945. (No. of Visits 11.)

on the Machinery of the ~~Wood Iron or Steel~~ SC: "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. MCHFB. BOLNES. When 1934. -
 Nominal Horse Power 73. Boilers, when made (Main) - (Donkey) -
 No. of Main Boilers - Owners HOLLANDSCHE ZEEVEED. Owners' Address -
 No. of Donkey Boilers - Managers J. VERMAAS' SCHEEPVAART BEDRIJF (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers - Port ROTTERDAM. Voyage -
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock BOTH. (State name of Dock.) LAMONT'S DRY DOCK. P. GLASGOW.

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 expired	Machinery and Boiler Surveys (including date of N.B., if any)
EXAMINED LR. 12.43 GRK.		MS. 1.44.
12.44.		OG. 1.41.
		OIL ENG.

Report No. 22550. Port GREENOCK.

Particulars of Examination and Repairs (if any) MS(M) 4.45. - TS 12.44 - GEN. EXAM 12.44.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

Where 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

Has a special 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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

Were 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 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? NO.

Has the shaft now been changed? NO. If so, state reasons. Has the shaft now fitted been previously used? YES. Has it a continuous liner? YES.

Is an approved oil retaining appliance fitted at the after end? YES. State date of examination of Screw Shaft 22.12.44. State the wear down in the shaft bush 3/64

Is electric light and/or power fitted? YES. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES.

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

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

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE.

Attended vessel afloat & in drydock at request of Owners Representative. Done:- Screw shaft etc. Screw shaft drawn in. Shaft, stern bush & propeller examined & found satisfactory. The oil gland found to be not of an approved type & the screw shaft in my opinion should therefore be subject to examination in 2 years time as required by the Rules.

Sea connections opened out, examined with fastenings, & refitted in good order.

Pumping Arrangements, examined as far as practicable & found satisfactory.

Main Engine. Completely opened out at instigation of Owners Representative. Bedplate repairs, see GRK. REPORT No. 22550. examined & found satisfactory. All cylinders, cylinder covers, pistons, rods, guides

Crosshead bearings & pins, Main & bottom end bearings, crank shaft journals & pins, attached pumps, & Clutch reversing gear, all opened out, examined & refitted in good order.

REPAIRS:- 1 bottom end top half bearing renewed. Fuel & Cooling water pumps overhauled. Reversing Clutch gear wheels - 2 Crown & 4 pinion wheels & pins & bushes renewed, friction plates renewed, Reversing shaft bushes renewed. 1 ball race bearing renewed. Sundry minor repairs carried out.

General Observations, Opinion, and Recommendation:- P.T.O.

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.) CS 3,34.

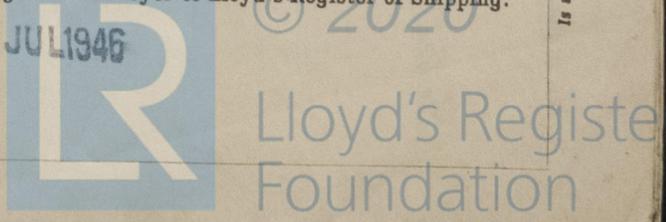
The machinery & screw shaft of this vessel are eligible in my opinion to have fresh records of Survey, MS(M).4.45. Tail shaft seen T.S. 12.44 (No approved Oil Gland), & General Examination 12.44 (12 mths) as per Hull Report GRK. No. 22927.

Survey Fee (per Section 29) MS(M).4.45. £ 3. 10. 0.
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :
 Travelling expenses (if chargeable) £ : :
 Fees applied for 28TH APRIL 1945.
 Received by me, [Signature]

Committee's Minute signed [Signature] Examined, 12.44 (in GRK. 22927) MS(M) 4.45
 DUTCH VSL

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 19 JUL 1946



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

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

— STEEL SC: "VAN GELDER" —

Electrical Equipment. Main switch board now renewed, Material "SYNDANYO", & placed in accessible well ventilated position clear of unprotected combustible material as required by the Rules.

Wiring circuits renewed where necessary, Generator overhauled as required. Megger test carried out on completion of repairs & found satisfactory.

Double pole switches fitted on new Main Board, & fuses, for all circuits, viz for ER - fwd & aft Accommodation & wheelhouse. Generator Main Switch & Battery Switch double polarity.

Generator & equipment examined under working conditions & found satisfactory. Volts 24 - Amperes 30.

Machinery generally examined under working conditions on completion of repairs & found satisfactory.

[Signature]

Noted.

Examined L.R. 12.44.
MS/101 4.45.
S. 12.44.

Deloit OG

7/4
11/5/45



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