

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

(Received at London Office)

OCT - 9 1937

Date of writing Report 5.10 1937 When handed in at Local Office 19 Port of Copenhagen  
 No. in Reg. Book 19886 Survey held at Aarhus Date, First Survey 23.9.37 Last Survey 24.9 1937  
 on the Machinery of the Wood, Iron or Steel Se. "ALEX VAN OPSTAL" (Yard No. 50 by Skibsværft)  
 Tonnage Gross 5965 Vessel built at Aarhus By whom Skibsværft When 1937-9  
 Net 3447 Engines made at Lyn By whom Skibsværft When 1937  
 Nominal Horse Power 1030 Boilers when made (Main) (Donkey) 1937  
 No. of Main Boilers one Owners Compagnie Maritime Belge (Royal) Owners' Address Port Outwerp  
 No. of Donkey Boilers one Managers Compagnie Maritime Belge (Royal) Voyage Autwerp  
 Steam Pressure in Main Boilers 100 lbs If Surveyed Afloat or in Dry Dock afloat  
 in Donkey Boilers 100 lbs (State name of Dock.) Skibsværft

Last Report No. PortParticulars of Examination and Repairs (if any) Damage

(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 yes, but not required

Was a damage report made by anyone else? If so, by whom? noDid the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

" " Donkey " " " " " "

If this was not done, state for what reasons? noAnd what parts of the Boilers could not be thus thoroughly examined? no

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? no

State latest date of internal examination of each boiler noPresent condition of funnel(s) noDid the Surveyor examine the Safety Valves of the Main Boiler? noTo what pressure were they afterwards adjusted under steam? noDid the Surveyor examine the Safety Valves of Donkey Boiler? noTo what pressure were they afterwards adjusted under steam? noDid the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? noand of the Donkey Boilers? noDid the Surveyor examine the drain plugs of the Main Boilers? noand of the Donkey Boiler? noDid the Surveyor examine all the mountings of the Main Boilers? noand of the Donkey Boiler? noHas screw shaft now been drawn and examined? no Is it fitted with continuous liner? noIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? noHas shaft now been changed? no If so, state reasons noHas the shaft now fitted been previously used? no Has it a continuous liner? noIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? noState date of examination of Screw Shaft no State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft no

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

Is electric light and/or power fitted? noIf the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.DAMAGE

Damage stated due to fire in the engine room on the 23/9.37  
 Low down: - The cooling water pump for the refrigerating machinery dismantled & overhauled, the electromotor & water pump same which were damaged by fire & water renewed  
 8 electric cables which were damaged by fire renewed complete  
 Engines & engine rooms cleaned & painted.

All examined & found good on completion of repairs.

## General Observations, Opinion, and Recommendation:—

(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, F.S.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

L.M.C. 140 lb., F.D., &amp;c.)

CS 2, 3, 4,

Class contemplated.

Survey Fee (per Section 29) £ 75.00Special Damage or Repair Fee (if any) (per Section 29.) £ 75.00Travelling expenses (if chargeable) £ 30.00Committee's Minute TUE. 12 OCT 1937Assigned See Gen 10365

Fees applied for

8.10.1937

Received by me,

19

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W467-0137