

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

(Received at London Office JUL 15 1939)

Date of writing Report: 12-7-1939 When handed in at Local Office 14-7-1939 Port of Antwerp

No. in Reg. Book. Survey held at Antwerp Date, First Survey 12-7- Last Survey 12-7-1939 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel M.S. "ALEX VAN OPSTAL"

Tonnage: Gross 5965, Net 3447
 Vessel built at: Nakskov By whom: Nakskov Skibs A/S When: 1937 9
 Engines made at: Copenhagen By whom: W. Burmeister & Wain When: 1937
 Nominal Horse Power: 1026 Boilers, when made (Main): (Donkey) 1937
 No. of Main Boilers: 1 Owners: De Maritieme Belgie (Lloyd Royal) SA Owners' Address: (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers: 1 Managers: Agence Maritime Internationale Port: Antwerp Voyage:
 Steam Pressure in Main Boilers: 100 lb Surveyed Afloat or in Dry Dock H. R. O (State name of Dock.)
 in Donkey Boilers: 100 lb

Last Report No. 22723 Port Ant. Particulars of Examination and Repairs (if any) Paul M.C.C.S.

(Periodical Surveys, when held, must be reported in detail and verbatim 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? Donkey Boiler not due for survey

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?

Has 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?

Has shaft now been changed? If so, state reasons

Has 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?

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

Has 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 Part Continuous Survey

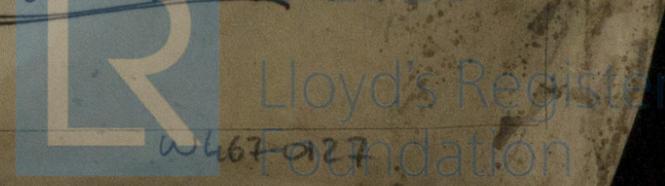
Now Done:- Stamb. daily service fuel oil tank. Examined internally & externally together with all its mountings.
No.1 (aftermost) oil cooler examined under hydraulic pressure & found satisfactory

General Observations, Opinion, and Recommendation:— Eligible in my opinion to remain as classed in the Register Book & to have record of + L.M.C.C.S with date on completion of the survey.

Survey Fee (per Section 29)..... F 350-00 Fees applied for 14-7-1939
 Special Damage or Repair Fee (if any)..... TAX F 10:00
 Travelling expenses (if chargeable)..... £ : :
 Received by me, 19

Committee's Minute do now
Assigned do now

E. Evanshaw
Engineer Surveyor to Lloyd's Register of Shipping.



Exact Character of Ship and Machinery precisely as in the Register Book

See Certificate required by 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Chartered

If it is found that this vessel is eligible to remain as CLASSED

24/7/29

1929

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