

# Report of Survey for Repairs, &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 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel Se. "ALEX VAN OPSTAL" (Yard No. 50 by Skibsværft Aarhus)  
Tonnage } Gross 5965 Vessel built at Aarhus By whom Skibsværft Aarhus When 1937-9  
          } Net 3447 Engines made at Lyn By whom Carl Bumsen When 1937

Nominal Horse Power 1030 Boilers when made (Main) (Donkey) 1937  
No. of Main Boilers - Owners Compagnie Maritime Belge (Lloyd Royal) Owners' Address -

No. of Donkey Boilers one Managers Compagnie Maritime Belge Port Aarhus Voyage Aarhus  
Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock afloat (State name of Dock.) Skibsværft Aarhus

in Donkey Boilers 100 lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. - Port -  
Particulars 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? -

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? -

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 Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boiler? -

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

### 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 for same which were damaged by fire & water renewed  
& electric cables which were damaged by fire renewed complete  
Engine & engine room 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, E.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

Class contemplated.

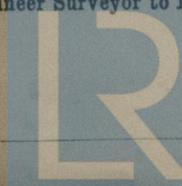
Survey Fee (per Section 29) £ 8.10.19  
Special Damage or Repair Fee (if any) (per Section 29.) £ 75.00  
Travelling expenses (if chargeable) £ 30.00

Fees applied for 8.10.19 37  
Received by me, -

Committee's Minute TUE. 12 OCT 1937

Assigned See Gen 10365

J. P. Langhans  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

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