

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

(Received at London Office 25 JAN 1934)

Date of writing Report 22. 1. 34 When handed in at Local Office 10 Port of Rotterdam

No. in Reg. Book 1945 Survey held at Rotterdam Date, First Survey 16-1-34 Last Survey 14-1-1934
(No. of Visits 2)

on the Machinery of the ~~Wood~~ Iron or Steel M/V. KOTA GEDE

Tonnage { Gross 1227 Vessel built at Rotterdam By whom W. G. Dymond When 1918-9
Net 457 Engines made at _____ By whom _____ When 1918

Nominal Horse Power 1857 Boilers, when made (Main) _____ (Donkey) 1918

No. of Main Boilers _____ Owners Rotterdamse Lloyd Owners' Address Rotterdam
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Van Puyvelde Port Rotterdam Voyage Batavia

Steam Pressure _____ If Surveyed Afloat or in Dry Dock Milano
in Main Boilers _____ (State name of Dock.)

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

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) C.S.

(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

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?

Do. " Donkey " " " "

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 test date of internal examination of each boiler

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? No 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 a fit.

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

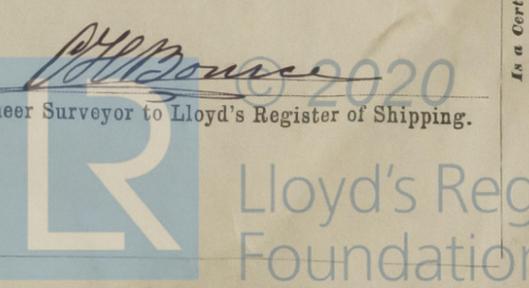
Vessel placed in dry dock, propeller, sternbush and fastenings good.
Exam of main engine cyl. No. 1, liner, piston, covers and valves all found good.
Aux engine No. 2, (port after) completely opened up, exam and found in
journal between crank No. 2 and 3 on way of oilhole a flaw, and in
my opinion of no consequence for the present, but it has been recom-
ended to renew the crankshaft at the end of the present voyage.
A new spare crankshaft have been placed on board.

General Observations, Opinion, and Recommendation:— The machinery being now as
 (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, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)
far as seen in a good condition I am of opinion that the vessel
is eligible to remain as classed subject to the crankshaft of aux
engine No. 2. (port after) being renewed at the end of present voyage.

Survey Fee (per Section 29).....	£ 25.00	Fees applied for	27.1 19 34
Special Damage or Repair Fee (if any).....	£ :	Received by me,	19
Travelling expenses (if chargeable).....	£ :		

Committee's Minute TUE 6 FEB 1934
 Assigned As now
Subject TUE. 18 SEP 1934
Phi. 4 MAY 1934

TUE. 6 NOV 1934
TUE. 15 JAN 1935



003321-003327-0079

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

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

Cl. Danced.

*It is submitted that
this vessel is eligible to
remain as **OLASSED**.*

July 8

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

*Crack shaft of port aft
and engine being
renewed on return from
present voyage.*

*W. A. G.
1874*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation