

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

(Received at London Office

20 MAY 1941

 Date of writing Report 7th Feb. 1941. When handed in at Local Office 19
Port of Sourabaya, Java.

 Survey held at Sourabaya, Drydock & Rot. Kade Date, First Survey 23rd Dec '40 Last Survey 2nd Febr. 1941.
(No. of Visits 7)

 on the Machinery of the Wood, Iron or Steel sc. ms. "KOTA INTEN"

 Gross 7211. Vessel built at Rotterdam By whom Maats. Fyenoord When 1927 10

 Net 4507. Engines made at Rotterdam By whom Maats. Fyenoord When 1927

 ver 1857. Boilers, when made (Main) none (Donkey) 1927 & NDB (WT) 36

 in Boilers 1 Owners Rotterdamsche Lloyd Owners' Address Batavia

 key Boilers 2 Managers (W. Ruys & Zonen, Mgrs) Port Batavia Voyage 

 Boilers - If Surveyed Afloat or in Dry Dock both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

 ay Boilers 100 lbs. (State name of Dock.) "Soerabaja"

 Report No. 5003 Port Sourabaya

 Particulars of Examination and Repairs (if any) Cond. TS, DBS, and Completion + LMC, CS

+100A1. 8.39. +LMC.CS.2.36

Carrying oil F.P. 3.37

above 150°F. in DBS.8.39

forward deeptank TS.OG.4.38.

&amp;c. Oil Eng.

ss. Rot. No. 2-36.

Examined both Donkey boilers

Donkey boiler survey completed by now.

All parts opened out.

parts of the Boilers could not be thus thoroughly examined?

special means, in the absence of internal examination, were adopted by the

or to assure himself of the thorough efficiency of those parts of each Boiler?

 last date of internal examination of each boiler 24/12/40 on both Donkey blrs. Present condition of funnel(s) good.

 Surveyor examine the Safety Valves of the Main Boiler? none To what pressure were they afterwards adjusted under steam? -

 Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? by Government lever and weight. (100 lbs)

 Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? none , and of the Donkey Boilers? Yes,

 Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boilers? Yes,

 Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boilers? Yes,

 or shaft now been drawn and examined? Yes Is it fitted with continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

 t now been changed? no If so, state reasons

 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? -

 e of examination of Screw Shaft 21/1/41, State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft O.G. tight.

 engine parts, when referred to by numbers, should be counted from forward. - Is electric light and/or power fitted Yes,

 and the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes,

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

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

el placed in drydock, Screwshaft drawn, examined and found in good condition. Coupling bolts in

age to tailshaft and the one before renewed on account of being too slack. Marks of material for

oltingbolts Lloyds 5408 JUMC 6-9-39, according to Philadelphia report dated 19-9-1939.

gland examined and found in good condition, upon fitting tested and found tight.

connections all opened out, examined and found in good condition.

nbush examined and found or made good.

peller and outside fastenings examined and found good.

Examined Nos. 2 &amp; 3 main engine cylinder liners, covers with valves and gears, pistons and

s and found in good condition.

P.T.O.

eral 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, &amp;c.; thus, for example, B.S. 9.11, B.&amp;M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &amp;c.)

sel to remain as classed, with fresh record of +LMC.CS, with date, as previously recommended,

.2.41, (complete), and the notation of Tail Shaft seen 1.41. O.G., subject to main engine No. 4

ward crankweb being re-examined before the end of July 1941.

Fee (per Section 29)..... F. 325.00. Fees applied for

Cablegrams expenses.. F. 30.00. 5/2/41.

Repair Fee (if any)..... F. 25.00. Received by me,

Early &amp; Sunday fees..... F. 5.00. 5/2/41.

ling expenses (if chargeable)..... E. 5.00.

Committee's Minute

 signed See Sba. Rpt. 4330

TUE. 27 MAY 1941

Engineer Surveyor to Lloyd's Register of Shipping.


 Lloyd's Register  
Foundation

003458-003465-0085



continuation report No.4330a, on the ms."KOTA INTEN"

Examined Nos.4 & 6 main engine crossheads with brasses, guides and shoes with connectingrods, crankpins and brasses and found good except No.4 forward crankweb slightly turned over shaft; it has been recommended to be reexamined before the end of July 1941.

Examined Nos.1 & 2 main engine crankshaft journals with brasses and found in good condition.

Examined and tested Condensor and Steampipes over 3" bore and found in order.

Pistonwatercooler opened out, examined throughout and found or made good; all ferrules renewed.(corroded)

Main engine aircoolers opened out, examined throughout and found good.

Forward fresh water cooler opened out, examined throughout and found good.

Forward freshwater coolingpump opened out, examined throughout and found good.

Forward lubricating oil pump opened out, examined throughout and found good.

Seawatercoolingwater pump opened out, examined throughout and found good.

Ballast pump opened out, examined throughout and found good.

Oil fuel Storage tanks examined internally and tested as reported on hull-report and in order.

Examined Oil fuel installation and tested and found in order.

Electric installation examined, megger tested and found or made in order.

Examined both Donkey boilers, internally and externally with mountings, safety valves, doors and their fastenings and found in good condition. Safety valves adjusted. Government examination also held.

Machinery tried under working condition and found satisfactory.

The Chief Engineer produced a book from which it appeared that the Crankshaft of main compressor and scavenge pump have been examined at Hamburg 5th May 1938, signed by Mr. Witt, and the Small auxiliary compressor, all receivers and pumping arrangement have been examined at Rotterdam in April 1940, signed by Mr. Bource.

*[Signature]*  
J. H. H. H.



Lloyd's Register  
Foundation