



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

Examined Nos.4 & 6 main engine crossheads with brasses, guides and shoes with connecting rods, 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.

*John Bource*

