

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

(Received at London Office)

7 - MAY 1941

Date of writing Report 7th Feb. 19 41. When handed in at Local Office Port of Sourabaya, Java.  
 No. in Survey held at Sourabaya, Drydock & Rot. Kade Date, First Survey 23rd Dec '40 Last Survey 2nd Febr. 1941  
 7746. on the Machinery of the ~~Wood~~ Steel sc. ms. "KOTA INTEN" (No. of Visits 7)

Tonnage Gross 7211. Vessel built at Rotterdam By whom Maats. Fyenoord Year 1927  
 Net 4507. Engines made at Rotterdam By whom Maats. Fyenoord When 1927  
 Nominal Horse Power 1857. Boilers, when made (Main) none (Donkey) 1927 & NDB(WT)36  
 No. of Main Boilers - Owners Rotterdamsche Lloyd Owners' Address Batavia  
 No. of Donkey Boilers 2 Managers (W. Ruys & Zonen, Mgrs) (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers - Port Batavia Voyage -  
 in Donkey Boilers 100 lbs. If Surveyed Afloat or in Dry Dock both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)  
 (State name of Dock.) "Soerabaia"

Cast Report No. - Port -

Particulars of Examination and Repairs (if any) Cond. TS. DBS. and Completion + LMC. CS  
 Periodical Surveys, when held, must be reported in detail and serially 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 summarized at the end of the report. State also the dates and initials of any letters respecting this case. Cable 9-1-41.

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

CHARACTER. for Special Survey	CHARACTER. Machinery and Boiler Surveys (including date of N.B. if any)
Date of last Survey and of Periodical Surveys.	
<u>+100A1. 8.39.</u>	<u>+LMC. CS. 2.36</u>
<u>Carrying oil F.P.</u>	<u>3.37</u>
<u>above 150°F. in forward deep tank &amp;c.</u>	<u>DBS. 1.39</u>
<u>ss. Rot. No. 2-36.</u>	<u>TS. 6.4.38.</u>
	<u>Oil Eng.</u>

As 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 none

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time Yes.

If this was not done, state for what reasons? Donkey boiler survey completed by now.

What parts of the Boilers could not be thus thoroughly examined? All parts opened out.

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? -

What is the latest date of internal examination of each boiler? 24/12/40 on both Donkey blrs. Present condition of funnel(s) good.

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

Did the 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)

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

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? Yes,

Has the screw 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 its being efficiently lubricated? Yes

Has the shaft now been changed? no 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 its being efficiently lubricated? -

What is the date 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.C.

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

Did the Surveyor examine the generators, motors, switches, cables and fuses? Yes

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

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

Was the vessel placed in drydock, Screwshaft drawn, examined and found in good condition. Coupling bolts in change to tailshaft and the one before renewed on account of being too slack. Marks of material for coupling bolts Lloyds 5408 JUMC 6-9-39, according to Philadelphia report dated 19-9-1939.

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

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

Was the stern bush examined and found or made good.

Were the propeller and outside fastenings examined and found good.

Were Nos. 2 & 3 main engine cylinder liners, covers with valves and gears, pistons and rods examined and found in good condition.

P.T.O.

## 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, R.S. 9, 11, R.B.N.S. 9, 11, & L.M.C. 9, 11, or CS 9, 11.

The vessel 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

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

Fee (per Section 29).....	F. 325,00.	Fees applied for	5/2/41.
Cablegrams expenses..	F. 30,00.		
Repair Fee (if any).....	F. 25,00.	Received by me,	5/2/41.
Early & Sunday fees.....	F. 5,00.		
Expenses (if chargeable).....	E. 5,00.		

Committee's Minute  
 TUE. 27 MAY 1941  
 + LMC CS. 2.41 subject  
 12.39  
 DBS 2.41



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, meggertested 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 pry  
compressor and scive  
Mr. Witt, and the S  
have been examined



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