

(Received at London Office)

7 - MAY 1941

Gross Tonnage	7211.	Vessel built at	Rotterdam	By whom	Maats. Fyenoord	Year.	1927	Month	10
Net Tonnage	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 & Supplement.)					
		(State name of Dock.)	"Soerabaia"						

Cast Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Cond. TS. DBS. and

Periodical surveys, when held, must be reported in detail and serially in the terms of the table. State clearly the cause of repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on amount 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. Cable 9-1-41.

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

as a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time none

this was not done, state for what reasons?

d. what parts of the Boilers could not be thus thoroughly examined?

to 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?

the latest date of internal examination of each boiler: 24/12/40 on both Donkey blrs.

1 the Surveyor examine the Safety Valves of the Main Boiler? none

the Surveyor examine the Safety Valves of Donkey Boiler? Yes

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

the Surveyor examine the drain plugs of the Main Boilers?

the Surveyor examine all the mountings of the Main Boilers?

screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? no

shaft now been changed? no If no, state reasons

the shaft now fitted been previously used? _____ Has it a continuous liner?

date of examination of Screw Shaft 21/1/41, State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft

Machine parts, when referred to by numbers, should be counted from forward.

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

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

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

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

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

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

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

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

ernbush examined and found or made good.

Speller and outside fastenings examined and found good.

Examined Nos.2 & 3 main engine cylinder liners, covers with valves and gears, pistons and is 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, E.S. 211, R.W.M.S. 211, S.L.W.C. 211, or S.L.W.C. 140 lb., P.D., &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 28).....	F.	325.00.	Fees applied for
Cablegrams expenses.....	F.	30.00.	5/2/41.
Repair Fee (if any).....	F.		
Early & Sunday fees.....	F.	25.00.	
Expenses (if chargeable).....	E.	5.00.	Received by M 5/2/41.

nitree's Minute

TUE. 27 MAY 1941

+ Love C. 2.41 Subject

12.39

DBL 2.41

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Engineer Surveyor to Lloyd's Register of Shipping
Lloyd's Register
Foundation
007465-0086

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 Steam pipes over 3" bore and found in order.

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

Main engine air coolers opened out, examined throughout and found good.

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

Forward freshwater cooling pump opened out, examined throughout and found good.

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

Seawater cooling water 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, priv
compressor and scive
Mr. Witt, and the S
have been examined

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