

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

(Received at London Office)

25 JAN 1934

Date of writing Report 27.1.34 When handed in at Local Office 10 Port of Rotterdam

No. in Reg. Book. 19245 Survey held at Rotterdam Date, First Survey 16.1.34 Last Survey 14.1.1934
 on the Machinery of the ~~Wood, Iron or Steel~~ M/V. KOTA GEDE (No. of Visits 2)

Tonnage { Gross 1117 Vessel built at Rotterdam By whom W. J. J. J. J. When 1918-9
 Net 4515 Engines made at Rotterdam By whom W. J. J. J. J. 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 Ruyck Port Rotterdam Voyage Baravia
 Steam Pressure in Main Boilers — If Surveyed Afloat or in Dry Dock Wilton
 in Donkey Boilers 100 (State name of Dock.)

Last Report No. — Port —Particulars of Examination and Repairs (if any) C.S.

(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 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-
 mended 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:—

(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, &c. or S.L.M.C. 9, 11, 140 lb., F.D., &c.)

As 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.

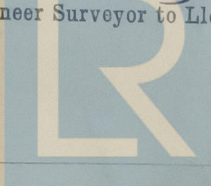
Survey Fee (per Section 29) £ 25.00 Fees applied for 27.1.1934
 Special Damage or Repair Fee (if any) £ : : Received by me, 19
 Travelling expenses (if chargeable) £ : :

Committee's Minute TUE 6 FEB 1934

Assigned As now TUE. 18 SEP 1934
Subject FRI. 4 MAY 1934

TUE. 6 NOV 1934
TUE. 15 JAN 1935

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

003321-003327-0079

C. A. Danced.

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

July 8

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

W.A.
21/1/24

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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