

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 8 MAY 1942)

Date of writing Report 28th Nov. 41 When handed in at Local Office 19 Port of SOURABAYA, JAVA.

No. in Reg. Book. 74826 Survey held at Sourabaya, Drydock Company Date. First Survey 11th Nov. Last Survey 26th Nov. 1941.  
(No. of Visits 7)

on the Machinery of the Wood, Iron & Steel sc. ms. "GENOTA"

Tonnage { Gross 7987 Vessel built at Hamburg By whom Deutsche Wrft AG, B. Fnkwrdr When 1935 4  
Net 4754

Nominal Horse Power 502 Engines made at Augsburg By whom Mschfrk A. Nurnberg AG When 1935

No. of Main Boilers -- Boilers, when made (Main) -- (Donkey) 1935

No. of Donkey Boilers 1 Owners N.V. Petroleum Maats. "La Corona" Owners' Address --  
(if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers -- Managers -- Port WILLEMSTAD Voyage --

in Donkey Boilers 180 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"

Last Report No. -- Port --

Particulars of Examination and Repairs (if any) Cond. DBS & Pt. CS

(Periodical Surveys, when held, must be reported in detail and seriatim 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? none

Donkey " " " " Yes,

If this was not done, state for what reasons DBS complete.

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

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 latest date of internal examination of each boiler 14/11/41 on 1 Donkey blr only. Present condition of funnel(s) good

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? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -- 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? 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 wear 3 1/2 m/m

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

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

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

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

Vessel placed in drydock, Propeller, sternbush and outside fastenings examined and found in good condition.

Examined Nos. 1, 7 & 8 main engine cylinder liners, covers with valves and gear, pistons and rods and found or made good. Casing of No. 7 cylinder made good.

Examined Supercharging arrangements Nos. 1, 2, 6, 7 & 8 and found in order.

Examined Donkey boiler internally and externally with mountings, safety valves, doors and their fastenings and found in good condition.

Safety valves adjusted under steam pressure. Oil burning installation examined, tested and found in order.

Government examination also held.

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, B.&M.S. 9, 11, & L.M.C. 9, 11, or R.L.M.C. 110 lb., F.D., &c.)

Vessel to remain as classed, with fresh record of +LMC.CS, with date when completed, and record of DBS. 11. 41.

Survey Fee (per Section 20) £ 130.00. Fees applied for 28/11/41.

Special Damage or Repair Fee (if any) (per Section 20) £ : Received by me, 19

Travelling expenses (if chargeable) £ : 15.00.

Committee's Minute TUE 19 MAY 1942

Assigned CS DBS 11. 41

*[Signature]*  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

606160-006174-065

If so, is the Report sent now, or when will it be sent? **SECTION 110**

Insert Character of Ship and Machinery precisely as in the Register Book **Owners' address**

W. de la Harpe  
C. Adams

It is submitted that  
this vessel is eligible for  
THE RECORD.

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