

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

(Received at London Office. 27 MAY 1942)

Date of writing Report 6-5-1942 When handed in at Local Office 7-5-1942 Port of Halifax N.S.
 No. in Reg. Book 37302 Survey held at Halifax N.S. Date, First Survey 8 Last Survey 31 April 1942
 on the Machinery of the Wood, Iron or Steel TWIN SCREW M/V "KOENIJT" (No. of Visits one)
 Tonnage { Gross 4551 Vessel built at Copenhagen By whom ANT. Burmeister & Wain When 1929-4
 Net 2786 Engines made at do By whom do When do
 Nominal Horse Power 541 Boilers, when made (Main) (Donkey) 1929
 No. of Main Boilers 1 Owners N.V. Nedlandsche Indische Maats. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers van Zuydam & Co. Port Halifax Voyage —
 Steam Pressure in Main Boilers — If Surveyed Afloat or in Dry Dock Per N°2
 in Donkey Boilers 100 lbs (State name of Dock.)

Last Report No. 1176 Port Liv.Particulars of Examination and Repairs (if any) Per (L.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? —" " 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 latest date of internal examination of each boiler —Present condition of funnel(s) —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 Boilers? —Did the Surveyor examine all the mountings of the Main Boilers? —and of the Donkey Boilers? —Has screw shaft now been drawn and examined? —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 —

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. It is stated that thesurvey will be advanced as the opportunity occurs.

Now done: Examined N°4 Starboard main engine cylinder, cover, valves, valve gear, piston, gudgeon, connecting rod, crankpin & crank.

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 CS 3,34, 140 lb., F.D., &c.)

for as now run is in good order & suitable in my opinion to remain as now classed & it has fresh record of L.M.C. (U.S.) DATE, when the survey has been completed.

Survey Fee (per Section 29) \$30.00Special Damage or Repair Fee (if any) £ —

(per Section 29.)

Travelling expenses (if chargeable) £ —

Fees applied for

May 4 1942

Received by me,

19

Committee's Minute FRI. 12 JUN 1942Assigned As nowDutch

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W50-0021

C.S. advanced.

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

To complete the survey for SS No. 3
due 4.41 the journals & coolers of
the main compressors require
to be examined.

L.C.
10/6/62.



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