

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 "KOENJIT" (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. De Nederlandsche Indische Maats. voor Zuurw. v. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Port Halifax Voyage ---
 Steam Pressure in Main Boilers ---
 in Donkey Boilers 100 lbs If Surveyed Afloat or in Dry Dock Per No. 2 (State name of Dock.)

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

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>No. 100 A.1.</u>		<u>PLM (66) 2-37</u>
<u>with grubbed</u>		<u>738</u>
<u>4.42</u>		<u>100 lbs 4</u>
<u>Examined 4.42</u>		<u>T.S. (C.K.)</u>
<u>66 BEL N° 2-36</u>		<u>PA 41</u>
		<u>512-39</u>

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 " " " No

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? Yes both.

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 the survey will be advanced as the opportunity occurs.

Now done: Examined N° 4. Stack main engine cylinders, covers, valves, water gear, piston, gudgeon, connecting rod, crankpin & trams.

General Observations, Opinion, and Recommendation: The machinery of this vessel so

(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 & is here fresh record of L.M.C. (U.S.) DATE, when the survey has been completed.

Survey Fee (per Section 29) \$30.00 Fees applied for May 4 1942

Special Damage or Repair Fee (if any) £ : (per Section 29.)

Travelling expenses (if chargeable) £ : Received by me, A. D. Smith 19 42

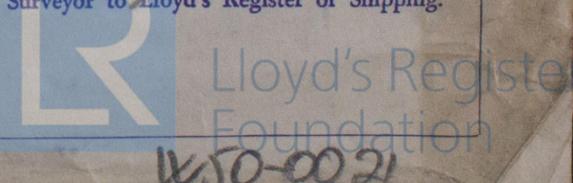
Committee's Minute FRI. 12 JUN 1942

Assigned As now

Dutch 1st

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to



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.Y.
20/6/22.

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100000
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[Faint, mostly illegible handwritten notes and signatures]

[Handwritten notes, possibly describing machinery or survey details]



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