

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28 Aug 37 When handed in at Local Office 28/8/37 Port of NEWCASTLE ON TYNE

No. in Reg. Book 28258 on the Wood, Iron or Steel T.S. "KUMARA" (ex Anatus-33) Date, First Survey 16 June Last Survey 11 Aug 1937

By whom Harland Wolff Ltd When 1919 3

TONNAGE 6352 Built at Belfast Owners' Address A. Lusi. Port belonging to Piraeus

GROSS 7926 5836 Owners' Address A. Lusi. Port belonging to Piraeus

UNDER DK 7572- Managers

NET 4845 3810 Managers

Surveyed Afloat or in Dry Dock? both Name of Dock Blyth SB & DDLA Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, orders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 58030 Port GL

Periodical Surveys, when held, must be reported in detail and serialism 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

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 to whom and why they were declined

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion Special Survey No 3 and alterations

See also Glasgow Reports No 58030

now done Survey. - Vessel placed in dry dock; Bottom and Rudder cleaned,

examined and recoated. Rudder lifted.

All holds, peaks, bridge spaces, tween decks, bunkers & chain locker, cleared, cleaned

and examined. Tanks including fore and after peak tanks and No 2 DB tank

examined internally and together with nos 1.2.3.4 & 8 DB Tanks, tested as per Rules.

All rust removed and surfaces recoated. All ceiling throughout vessel lifted.

Examination also made of WT doors, air sounding pipes, masts & rigging,

decks, windlass, steering gear, hatches, hatchways, casings, ventilators and their

coamings, plating in way of sidelights and the General Equipment.

SUMMARY OF DAMAGE REPAIRS:—

Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:—

Renewed ...

Removed and Faird or Repaired ...

Faird or Repaired in place ...

PRESENT CONDITION OF THE

Tanks ... good

bulking of Decks ... good

Jamings ... good

Rams & Fastenings ... good

Outside Plating ... good

" " in way of sidelights ... good

Breasthooks ... good

Transoms ... good

Frames ... good

Reverse Frames ... good

Longitudinals ... good

Transverses ... good

Floors ... good

Ceilings ... good

Stringers ... good

Inner Bottom Plating ... good

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads ... good

Ceiling ... good

Cement or Asphalt (State which) ... good

Rudder ... good

Steering gear and its connections ... good

Windlass ... good

Have pumps now been examined and found efficient? ... yes

Have Sluice Valves now been examined and found efficient? ... yes

Have Watertight Doors now been examined and found efficient? ... yes

Have Ventilators and their Coamings been examined and found efficient? ... yes

Air and Sounding Pipes ... good

Dblng. Plates under Sounding Pipes ... good

Engine Room Skylights ... good

Coal Bunkers, Open'gs, Lids, &c. ... good

Oil Bunkers ... good

Scuppers ... good

Cargo Hatchways ... good

Hatches ... good

Planking of Wood Vessels ... good

Caulking ditto ... good

Treennails ditto ... good

Breasthooks & Stems ditto ... good

Transoms Pointers, & Gutches ditto ... good

Timbers of Frame openings ditto ... good

Ditto Ditto at other places ditto ... good

Stringers, Clamps & Shells ditto ... good

Sanding ditto ... good

Copper, or Y.M. of Wood Vessels (State if on Felt) When put on, Month Year

Boats ... good

Masts, Yards, &c. ... good

Condition, how ascertained ... good

(State if wedges removed) ... good

Sails ... good

Equipment letter ... good

Anchors, No. of ... good

Chain Locker ... good

Cables (State if now ranged) ... good

" length ... good

" (on board) ... good

" Rule length ... good

Hawser & Warps ... good

Standing and Running Rigging ... good

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24 and ptd24, &c."

This vessel is, in our opinion eligible to remain as classed and to have fresh record of survey 8.37 and the notation S.S. Bly No 3-8.37. The shell plating to be double when the vessel is 24 yrs old or at next S. Survey thereafter. The notation of this vessel to be amended broad one deck and sheller deck, 2nd Deck in way No 3 hold and Collision bulkhead to Shellier Dk, 7 Bulkheads to 2nd Deck also to have notation "Cargo bottom not fitted" until these have been fitted and examined.

Survey Fee (per Section 29) ...

Special Damage or Repair Fee (if any) ...

Travelling Expenses (if chargeable) ...

Second Surveyor's Fee (if any) ...

Committee's Minute ...

Character Assigned ...

note RO Parts ...

H. & R. ...

Cargo Btus not fitted

FRI 24 SEP 1937

100A/ She Dk w Dtd

+ Linc MS 8.37

CERTIFICATE WRITTEN 21.10.37

Lloyd's Register Foundation

W104-0165.1 (113)

5m.1.37. T.

Extracted
1844.

W104-0165.1(2/3)

Registration

Is "Kumara"

Alterations 2 - Conversion to an Open Shelter Deck

A Tonnage well aft has been formed by removing Shelter Deck bulkhead on frame 17 to frame 18 and fitting complete new bulkhead on frame 16 (Twin deck). A Tonnage opening has been cut in Shelter deck 4'-6" x 18'-0", fitted with 9 x 3 1/2 BA coaming & wood hatch covers. A 5" dia scupper, with screw-down non return valve, controlled from the shelter deck has been fitted on each side of the Tonnage well. Openings on port and starboard sides have been cut in Shelter Tween deck bulkheads from Tonnage well forward bulkhead to the Tween deck bulkhead between nos 1 & 2 holds, for Tonnage exemption.

Main hatchways nos 1, 2, 3, 4, 5 & 6 in Tween decks (on new freeboard deck) have now been fitted with BA coamings, minimum height 9". Hatch beams have been refitted with new hatch side shoes. Suitable cleats, battening bars and wood covers have been fitted.

Note - The alternate hatch beams on nos 1, 3 & 6 hatches, which previously had no bottom angles, have now been fitted with bottom angles 3 1/2 x 3 1/2 x 40.

Coamings of Tween deck bunker & escape hatches, where below 9" in height have now been removed and 9 x 3 1/2 x 50 BA coamings fitted. New 3" wood covers with tarpaulins and suitable battening down arrangements supplied for these hatches.

2-3" Scuppers with non-return valves with overboard discharges have been fitted on port and starboard sides from shelter Tween decks amidships and all scupper openings from shelter Tween decks to bilges have been blanked off by welded plates on deck.

Shelter Tween deck openings at sides of cross bunker hatch between Eng & Ber casings and at cross bunker hatch immediately forward of Ber Room, have been plated in making blanked hatches from shelter deck.

New freeboards have been assigned & new marks cut in on vessel's sides & verified (see separate report).

A Freeboard Renewal Survey has also been held (see separate report).

(see also Continuation Sheet D for the repairs effected.)

This vessel has been remeasured for Tonnage

new Registered Dimensions 450.0' x 58.4' x 29.2'

new Tonnages. Gross - 6352, LDK - 5536, Net - 3810.

The vessel has been sold.

new owners - A. LUSI, 11, 12 Bury St. London.

new name - "MARATHON" Port of Registry "PIREUS"

Cargo Battens - Approximately 6300 feet of 6x2 cargo battens and the necessary cleats for same have been supplied to this vessel for the purpose of fitting cargo battens in nos 1, 2, 4, 5 & 6 holds Tween decks. These were not actually fitted at this time.