

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25 Aug 37 When handed in at Local Office 25/8/37 Port of NEWCASTLE ON TYNE

No. in Reg. Book 58258 Survey held at Blyth Date, First Survey 16 June Last Survey 11 Aug 1937

3914

TONNAGE 6352 Built at Belfast By whom Harland Wolff Ltd When 1919 YEAR. MONTH. 3

GROSS 7926 Owners A. Lusi. Owners' Address Piraeus (if not already recorded in Appendix to Register Book).

UNDER DK. 7572 Managers Piraeus Port belonging to Piraeus

NET 4845 3810 Surveyed Afloat or in Dry Dock? both Name of Dock Blyth SB 001010 Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet }
total capacity tons. FPT tons; APT tons; MT feet tons. }

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).
+100 A1 Shell & Sk with fba. 2.37		+LMC 12.33
SSBcl N°3-4.25		OS. 2.37
SSFal N°2-33		LLOYD'S RMC 1.37
		Ch. 1.37

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, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 58030 Port Blyth

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 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

Society's Freeboard (if assigned) as painted on Ship and now verified } 1452 1/2 ms.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion Special Survey N°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 N°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 Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	FP, AP, N° 2.	Air and Sounding Pipes.	Copper, or Y.M. of Wood Vessels (State if on Felt) When put on, Month Year.
Decks	good	good	good
Caulking of Decks	good	good	good
Samings	good	good	good
Rivets & Fastenings	good	good	good
Outside Plating	good	good	good
" " in way of sidelights	good	good	good
Breasthooks	good	good	good
Transoms	good	good	good
Frames	good	good	good
Reverse Frames	good	good	good
Longitudinals	good	good	good
Transverses	good	good	good
Floors	good	good	good
Beams	good	good	good
Stringers	good	good	good
Inner Bottom Plating	good	good	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 ptno24, &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 N°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 N°3 hold, and Collision bulkhead to Shellier Dk, 7 bulkheads to 2nd Deck also to have notation "Cargo bottom not fitted" until these have fitted and examined.

Survey Fee (per Section 29)	£ 25	15	0
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 31	10	0
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Received by me, Alex E Stevenson John Lindley
9/9 1937
20/10 H. G. Lumbell.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 24 SEP 1937
Character Assigned 100A1 She Dk w Jhd
note RD Parts ss. N°3-8.37 +LMC MS 8.37
H. ex Rmc. 6 Cargo Btus not Jhd
CERTIFICATE WRITTEN. 21.10.37

Is Certificate required? If so, to be sent to

W104-0165.1 (113)



S/S. "Kumara" (1)

Pumps tried, cables ranged, anchors examined and freeboard verified. It was not deemed necessary to drill the shell plating at this time.

Repairs near Star

Reader. - New brass washer fitted under reader gudgeon of lowest pintle. 2nd Pintle nut hardened up fitted with washer under nut. Off Peak tank scaled cement washed.

Small welded patch fitted to Galley casing where locally wasted. 2 After Stokhold ventilator coils repaired. P. Two Stokhold vent tube repaired in fidley. Small vent cowl aft end hot hatch repaired.

Two Cross Bunker. After hatch rest bar renewed on forward section of hatch. Stated rivets in hatch coaming renewed. 5 Stiffeners on fidley casing bulkhead renewed. Several minor repairs carried out.

The following repairs were carried out for Freeboard Survey.

5 Tarpaulins renewed and 6 wood covers fitted to Shelter Deck hatches. Several hatch rest bars renewed and 7 wood covers fitted to Shelter Deck Bunker hatches.

New wood covers tarpaulins supplied for escape and bunker hatches on the Deck.

One fidley cover renewed.

Allivations - The whole of the insulation, linings, lime piping, grids etc have now been removed from the cargo spaces of this vessel and the whole of the Refrigerating machinery and appliances removed and all steam, exhaust sea water discharged satisfactorily blanked off.

The lower deck of this vessel in Nos 1, 2, 4, 5 & 6 holds has been cut away leaving stringer plating at sides and tie plating in way of hold pillars. Shelf plating left at bulkheads. B.A. facing and angle cross bars have been fitted to stringer plating in accordance with approved plan.

The 18" diam tubular pillars (2 in No 1, 2 in No 6) have been extended for full diameter up to the second deck. The tie plates in No 6 (one each side) in way of these tubular pillars (shown on approved plan) have been cut away.

India, solid 4" dia pillars have been fitted (1 in No 1 hold centre line, aft end. 2 in No 2 hold, 1 for 1 aft at centre line. 1 in No 6 at centre line) as per approved plan with satisfactory girders plates, lugs and connecting angles at pillar heads feet.

New deep flanged brackets have been fitted under stringer plating with lugs and connections as per approved plan. (3 each side No 1 hold) (2 each side No 2 hold) 2 each side No 4 hold, 2 each side No 5 hold, 1 each side No 6 hold)

Note - The Deadweight & Cubic Capacities of this vessel, as shown in the Appendix to the Register Book will now require to be deleted or modified

Extracted
11/11/37

W104-0165.1(2/3)

11/11/37

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:--

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd ..															
	3rd ..															
	Collective Weight.															
	Stream															
	Kedge.....															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.
Iron Stream Chain or Steel Wire...														

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 (Tweendeck). 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 Tweendeck bulkheads from tonnage well forward bulkhead to the tweendeck bulkhead between nos 1 & 2 holds, for tonnage exemption.

Main hatchways nos 1, 2, 3, 4, 5 & 6 in tweendecks (on new foreboard 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 Tweendeck 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 tweendecks amidships and all scupper openings from shelter tweendecks to bilges have been blanked off by welded plates on deck.

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

A Foreboard 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 tweendecks. These were not actually fitted at this time.

W104-0165.(3/3)