

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

(Received at London Office SEP -1 1937)

Date of writing Report 27 Aug 1937 When handed in at Local Office 28/8/37 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 28253 Survey held at Blyth Date, First Survey 16 June 1937 Last Survey 11 Aug 1937 (No. of Visits 18)

on the Machinery of the Wood, Iron or Steel T.S. "KUMARA" (ex Horatio - 33) now "MARATHON"

Gross Tonnage 7920 6352 Kessel built at Belfast By whom Harland & Wolff Ltd When 1919-3

Net Tonnage 4545 3818 Engines made at -do- By whom -do- When 1919

Nominal Horse Power 1135 Boilers when made (Main) 1919 (Donkey)

No. of Main Boilers 3 DB Owners A. Lusi Owners' Address (Donkey)

No. of Donkey Boilers - Managers A. Lusi Owners' Address (If not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 200 Port Sydney Voyage

In Donkey Boilers - If Surveyed Afloat or in Dry Dock Both Blyth & Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Completion

Particulars of Examination and Repairs (if any) L.M.C. - M.S.

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 details 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.

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

as 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? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If this was not done, state for what reasons? Boilers already examined

Did what parts of the Boilers could not be thus thoroughly examined?

So 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 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? 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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Is 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?

Is shaft now been changed? If so, state reasons

Is 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 Complete

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

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

Propeller, outside fastenings of sea connections examined found in good order.

All cylinders (except P.S. HP) pistons, valves, all shafting, pumps, condensers, steering engine, windlass and dynamo engines opened out, examined and found in good order. Condensers tested and found tight. Arrangements of sea bilge connections examined and found in order. Main and auxiliary steam pipes and all steam pipes to essential services exposed, examined, tested to 400 lbs and found satisfactory. Machinery pumps steering engine tried on completion.

Pair - Port LP bottom and lower half, S. HP bottom end upper half, reinstalled.

All balance piston rings renewed. Two twin pump piston rings renewed.

At Dynamo, both rods machined (piston) neck gland bushes renewed. Windlass piston rings renewed. Aux Circ pump stop valve spindle renewed and few minor repairs carried out.

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, E.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is, in my opinion, eligible to remain as classed and to have record of L.M.C. - M.S. 8.37. The notation of LLOYDS R.M.C. may now be deleted from the Register Book.

Not dealt with on this report

Survey Fee (per Section 29) +L.M.C.-M.S. £ 5 0 0 Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ 4 0 0 31 AUG 1937

Traveling expenses (if chargeable) £ : : Received by me, John Lindley & W.T. Badger

Committee's Minute FRI 24 SEP 1937 Engineer Surveyor to Lloyd's Register of Shipping.

Assigned +L.M.C. M.S. 8.37

CERTIFICATE WRITTEN: 21.10.37

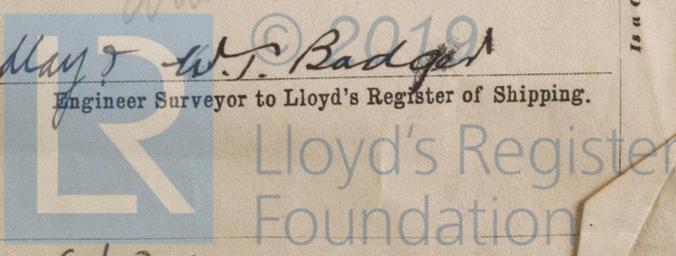
(127) W104-0167

CHARACTER. For Special Survey Date of last Survey and of Periodical Surveys.	Years allowed for renewal.	Machinery and Boiler Surveys (including date of N.B., if any).
+H.O.A. Shell Mk		+L.M.C. 12.33
with flr 2.37		38 2.37
P.S. Bil 103-4.25		+LLOYDS R.M.C.
S.S. Bil 102-33		1.37
		EL 1.37

Cargo battens not fitted in Twin Dr or Shelter Twin Dr.

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

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



S.S. "KUMARA"Electrical Installation - Special Survey.

No. 3 steam driven generator removed and replaced by an 8 Kw. compound wound, 1000 R.P.M. generator driven by an internal combustion engine. Fans, cables and fittings in refrigerated holds removed in way of insulation which has now been dismantled and spaces rewired with new cable and old lamp fittings reconditioned and replaced. All faults removed, accommodation, stockhold, navigation circuits + cargo boxes part rewired and all defective fittings, fuses and switches repaired or renewed as necessary. New mains fitted connecting new generator to main board.

On completion the governors of the three sets were tested and all equipment run under working conditions and found satisfactory. The insulation resistance was tested and found good.

Est. (Spec. Survey) - £4.0.0

W.T. Badger & Santerson

25th August, 1937