

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

(Received at London Office SEP - 1 1937)

Date of writing Report 27 Aug 37 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
 on the Machinery of the Wood, Iron or Steel T.S. "KUMARA" (ex Horatio - 33) Now "MARATHON" (No. of Visits 18)
 Gross 7420 6352 Kessel built at Belfast By whom Harland & Wolff Ltd When 1919-3
 Net 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 Port Sydney Voyage
 No. of Donkey Boilers - Managers Both. Blyth S.B.D.K. Ltd
 Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Both. Blyth S.B.D.K. Ltd
 in Donkey Boilers - (State name of Dock.)

Last Report No. Completion Port L.M.C. - M.S.

Particulars of Examination and Repairs (if any) Completion
 Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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? ☒

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

" " Donkey " " Boilers already examined

and 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 ☒

and the Surveyor examine the Safety Valves of the Main Boiler? ☒

and the Surveyor examine the Safety Valves of Donkey Boiler? ☒

and the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ☒

and the Surveyor examine the drain plugs of the Main Boilers? ☒

and the Surveyor examine all the mountings of the Main Boilers? ☒

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? ☒

s shaft now been changed? ☒ If so, state reasons ☒ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

s 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? ☒

te 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 ☒ Is electric light and/or power fitted? ☒

Engine parts, when referred to by numbers, should be counted from forward.

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

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

All cylinders (except P.B. HP) pistons, valves, all shafting, pumps, condensers, steering engine, winches and dynamo engines opened out, examined and found in good order. Condensers tested and found tight. Arrangements of sea bilge connections in good order. Main steam pipes and all fastenings examined and found in order. Main 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 end 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. Winches 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, R.S. 9,11, B.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. - MS 8.37. The notation of LLOYDS RMC may now be deleted from the Register Book

Survey Fee (per Section 29) +L.M.C.-MS 8 0 0
 Special Damage or Repair Fee (if any) 4 0 0
 (per Section 29.)
 Travelling expenses (if chargeable) £ :

Received by me, John Lindley & W.T. Badger
 19/9 1937

Committee's Minute FRI 24 SEP 1937

Assigned +L.M.C. MS 8.37

CERTIFICATE WRITTEN
 21.10.37

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

(1/2) W104-0167

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, stokehold, 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 (Elec. Survey) - £4.0.0

W.T. Badger & Santerson

25th August, 1937