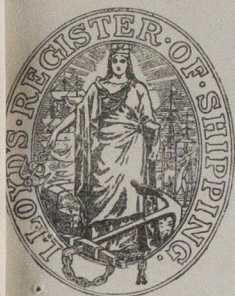


No 1036/44

Lloyd's Register of Shipping.



Port OF MALTA.

3RD. AUGUST, 1944.

This is to Certify that

I, Keith E. JONES,

the undersigned Surveyor to this Society did at the request of the Senior Naval Officer, Yugoslav Royal Navy, examine the Boilers and Underwater fittings of the Y.R.N. Ship KUMANOVO 1,409 Gross Register Tons. Built by KOCKUMS M.V. AKTIEB, MALMO in 1907. Survey carried out at H.M. Dockyard on various dates between 8th. May and July 31st. 1944.

The Boilers, 4 in number, are of cylindrical, single ended return tube type, fitted with 3 in number furnaces of the Morrison type in each boiler. Coal fired. Natural draught. Working pressure 175 lbs. per square inch. New in 1907.

PORT FORWARD BOILER.

Internal - Shell. Wrapper plate slightly roughened.

End Plates:- Roughened at steam space, slightly pitted at lower parts, more pronounced under centre furnace, max: $3/8$ " dia: X $1/32$ " deep.

Back End:- Slightly saucered around Combustion Chamber stays, $1/32$ " deep.

Furnaces:- Roughened on top half, with isolated pitting along fire line max: $3/8$ " X $3/32$ " deep.

Combustion Chambers:- Roughened and slightly saucered around stays.

Combustion Chamber Stays:- Heavy Scale deposit, condition good underneath scale.

Tubes and Tube Plates:- Moderate scale deposit, but condition good.

External - No lagging removed. Front End Plate slightly wasted at lower part under centre furnace, rivets and lap of shell plate slightly wasted.

Furnaces:- Roughened at lower half, heads of rivets at front lip of furnace slightly wasted.

Combustion Chambers:- Generally rough. Seams and rivets have been previously electrically welded as shown in sketch, condition of welding good. 1 in No. tube in centre fire box stoppered.

Doors:- Well fitting and in good condition.

STARBOARD FORWARD BOILER.

General condition good and similar to the Port Forward Boiler.

PORT AFT BOILER & STARBOARD AFT BOILER:-

Condition of both these boilers are similar, except for condition of furnaces for which separate reports and readings are attached.

Internal:- Shell wrapper plate generally roughened.

End Plates: Rough at steam space and pitted at lower parts near flanges $1/2$ " diam X $1/16$ " deep.

Furnaces: Pitted and corroded more pronounced on top half of centre furnace above fire line. (Telescopic gauge readings of furnaces attached).

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

PORT AFT BOILER & STARBOARD AFT BOILER (Contd.):

Combustion Chambers:- Generally very rough and wasted.

Tubes and Tube plates:- Generally scaly. Condition fair as far as can be seen.

Stays:- Scaly but in good condition.

External: No lagging removed.

Front end Plates:- Generally wasted at lower parts under centre furnaces.

Furnaces and Combustion Chambers:- Generally very rough, more pronounced towards bottoms.

Doors: Condition good.

Condition of welding on boilers, good.
(Separate report of welding on each boiler also attached).

Principal boiler mountings examined and refitted as necessary on all boilers.

All boilers seen under steam and safety valves adjusted to lift at 175 lbs. per square inch.

Vessel placed in drydock at H.M. Dockyard, Malta from 30th. June to 7th. July, 1944. All underwater fittings examined and refitted as necessary. Propellers examined and found in good condition. Tail shafts were not (R) not withdrawn.

The Boilers and Machinery of this Vessel, so far as now seen, are in good and efficient condition.

A. S. Jones

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