

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

(Received at London Office APR 19 1938)

Date of writing Report 12/4/ 19 38 When handed in at Local Office 12/4/ 19 38 Port of Split

No. in Survey held at Split Date, First Survey 2/3/38 Last Survey 8/4/ 19 38 (No. of Visits 3)

2282 on the Machinery of the Wood, Iron or Steel T.S. KUMANOVO (P)

Age { Gross 1409 Vessel built at Malmo By whom Kockums M.V. Aktab When 1907  
Net 669

Engines made at " By whom " " " When 1907

Boilers, when made (Main) 1907 (Donkey) -

Owners Dubrovacka Parnodaska Plov. a d Owners' Address (if not already recorded in Appendix to Register Book.)  
Managers Port Dubrovnik Voyage

If Surveyed Afloat or in Dry Dock Supaval (State name of Dock.)

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 for entirety.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 shade deck		LMC 2, 33
with freeboard 5,36		BS 3, 37
as Spl. 2 <sup>nd</sup> No 3 - 2,33		OG 12, 35

1st Report No. Port Completion LMC.

Particulars of Examination and Repairs (if any) BS 9 Docking

Periodical Surveys, when held, must be reported in detail and verbatim 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 sides 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

Is 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? Yes

" " Donkey " " "

What parts of the Boilers could not be thus thoroughly examined?

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?

What latest date of internal examination of each boiler All boilers 2/3/38 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lb sq. Two after boilers only

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boilers?

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

Has 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?

Has shaft now been changed? If so, state reasons

Has 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? Yes

What 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 not taken

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

As the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the survey the safety valves of the two forward main boilers require to be adjusted under steam. This will be done when the forward boilers are under steam, about July 1938.

NOW DONE:-  
Vessel in dry dock: propellers and sea fastenings examined.  
Comp. LMC. Main steam pipes examined and tested hydraulically to 370 lb sq.  
BS. All main boilers and mountings examined throughout. The safety valves of the two after boilers adjusted under steam  
Pitting was found on the shell bottoms of all boilers. This is now being treated and, in my opinion, does not affect the efficiency of the boilers

General Observations, Opinion, and Recommendation:- The machinery of this vessel is (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, B.S. 9,11, B.&M.S. 9,11, \* L.M.C. 9,11, or \* L.M.C. 140 lb., F.D., &c.)  
CS 3,34, eligible in my opinion to remain as classed with fuel record of BS 4, 38 and LMC 3, 37 as previously recommended

Survey Fee (per Section 29) BS 2320  
Comp. MS. 276  
Special Damage or Repair Fee (if any) £ : :  
Travelling expenses (if chargeable) £ : :  
Committee's Minute FRI 6 MAY 1938  
Assigned Deferred  
L.M.C. 3.37  
Fees applied for 12/4/ 19 38  
Received by me, 19  
John Rundle  
Engineer Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation  
W248-0154  
CERTIFICATE WRITTEN