

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

(Received at London Office

11 MAY 1936

8/5/1936. When handed in at Local Office 8/5/1936. Port of SPLIT

Survey held at SPLIT Date, First Survey 23rd Oct/35 Last Survey 5th May 1936.

274 on the Machinery of the Kumanovo Steel Twin. Sc. "KUMANOVO"

Gross 1409 Vessel built at Malmo By whom Kockums M.V. Aktieb When 1907

Net 669 Engines made at -do- By whom -do- When 1907

Power 357 Boilers, when made (Main) 1907 (Donkey) -----

Main Boilers 4 Owners Dubrovačka Par. Plovidba a.d. Owners' Address -----

Donkey Boilers 0 Managers ----- Port Dubrovnik Voyage -----

Pressure 185 If Surveyed Afloat or in Dry Dock Supaval Dry Dock

Donkey Boilers 0 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port DAMAGE: BS&TS: Oil fuel burning Installation

Particulars of Examination and Repairs (if any) 100A1 Shade dk LMC 2,33

With Freeboard BS 4,35

4,35 OGN 3,33

ss.Spt.2nd.No.3 2,33

2,33

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?

latest date of internal examination of each boiler. 9/3/36 Present condition of funnel(s) Good

the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185lbs/sq"

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

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

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

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

screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

shaft now been changed? No If so, state reasons

the shaft now fitted been previously used? 9/12/35 Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

date of examination of Screw Shaft Stbd. 24/10/35 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit

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

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

On account of damage alleged sustained through vessel striking the quay wall at Hercegnovi

th her starboard side during a gale on the 19th. September, 1935,

Vessel placed in dry dock. Propellers and outside fastenings: cylinders, pistons, valves:

rank, thrust, tunnel and tailshafts of the starboard main engine: steering engine examined and

the following repairs effected:- Starboard propeller renewed. Thrust shoes remetalled. L.P. ahead and

L.P. & M.P. ahead guide

stern guide plates and slippers renewed. L.P. bottom end bearing remetalled.

DILER SURVEY Boilers with mountings, doors and fastenings examined and found in good condition.

number of seams built up and a few plain tubes renewed in all boilers. Coal fronts removed and

hallsend" oil fuel burning fronts fitted. Funnel damper removed and funnel base subdivided into

four sections. Funnel shortened and streamlined. Boilers examined under steam and safety valves

General Observations, Opinion, and Recommendation:— P.T.O.

(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

LMC 140 lb., F.D., &c.)

CS 3,34, The machinery of this vessel is, in my opinion, eligible to remain as classed and to

have record of tail shafts seen OG port 12,35 and stbd. 10,35 and BS 6,36 and notation "Fitted for

Oil Fuel 5,36 F.P. above 150 F."

Survey Fee (per Section 29) O.R. Instaln Din. 4000:

BS & TS 2900

Special Damage Repair Fee (if any) £ 1450:

avelling expenses (if chargeable) £ 50:

Electrical equipment 2000

Committee's Minute

Assigned

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

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

W248-0181(112)

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adjusted to 185lbs/sq" s/s "KUMANOVO"

TAIL SHAFT SURVEY Port and starboard tail shafts examined and found in good condition. Oil glands overhauled and adjusted.

REPAIRS Port main engine and all auxiliaries generally overhauled and adjusted. Main engine H.P. piston valve liner bored out and new rings fitted. H.P. and L.P. eccentrics remetalled. M.P. cylinder port face dressed and valve planed.

Repairs on account of wear and tear to starboard engine. H.P. piston valve liner bored out and new rings fitted. All eccentrics remetalled. M.P. cylinder port face dressed and valve planed.

Small dynamo engine piston rod renewed. Governor gear overhauled and rebushed. Cylinder bored out and new piston fitted. Valve spindle renewed. Dynamo commutator dressed and brush gear overhauled.

Port bilge pump liners renewed and new rings fitted. Piston rods renewed. One steam piston renewed. Steam port faces and valves dressed and rebudded, and valve gear overhauled.

Independent feed pump (after) piston rod and rings renewed. Valve gear overhauled.

Circulating pump engine bottom end bearing remetalled.

Windlass overhauled and 2nd. motion gear wheel renewed.

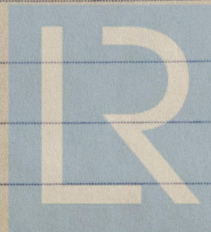
ELECTRIC INSTALLATION One generating set removed from ship and replaced by a 30KW set made by H.W. Allen & Sons, Bedford, in 1910. This machine^{No. 16687} is stated to have been a reserve set on board the s/s "OLYMPIC" and was purchased recently when that vessel was sold for demolition. Engine and dynamo examined at this time and found in good condition throughout. Original switchboard removed and a new board fitted using the original fittings and renewals where necessary. All wiring renewed throughout main deck accommodation spaces, upper deck saloon and boat deck cabins, and installed in newly constructed 3rd. class accommodation in way of forward hold. Deck lights rewired and flood lights installed. All cables and fittings supplied by the A.E.G. Company of Berlin conforming to the Society's Rules for Electrical Equipment.

OIL FUEL BURNING INSTALLATION

"Wallsend" oil fuel burning equipment (Nwc.Rpt.C3483) installed in accordance with plans submitted and approved 22/11/35 and letter E.23/11/35, and work carried out in an entirely satisfactory manner fulfilling the requirements of Sections 20 & 34 of the Rules so far as applicable. All pipes and fittings tested to Rule requirements before and after installation and found satisfactory. All sounding pipes fitted inside the tanks. Suction valve remote controls led to E.R. casing on upper deck and found satisfactory in operation. Steam valve/^{controls} also led to E.R. casing on upper deck and found satisfactory in operation. Bilge suction pipes of lead removed from stokehold and steel pipes substituted with suctions in approved positions. "Foamite" fire extinguishing equipment installed in accordance with plan approved 22/11/35, and tested and found satisfactory in operation.

On completion, oil fuel installation tested under working conditions during a sea trial and found efficient and satisfactory.

[Signature]



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