

No. 5498

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received by London Office 11 NOV 1941)

When boarded in at Local Office Port of Montreal.

Survey held at Montreal, P.Q. Date First Survey Sept. 4th Last Survey Sept. 5th

27126 in the Machinery of the Wood, Iron or Steel Screw Steamer "KYMA"

Tonnage 3959 Vessel built at Blyth By whom Blyth SB & DD Co. Ltd. When 1911-9

Engines made at Newcastle By whom N.E. Marine Eng. Co. Ltd. When 1911

Boilers, when made (Main) 1911 (Donkey) ---

Owners A. R. Pezas Owners' Address ---

Managers --- Port Piraeus Voyage ---

If Surveyed Afloat or in Dry Dock Afloat

Local Report No. 116451 Port --- Lic: ---

## Particulars of Examination and Repairs (if any) Machinery

(Periodical surveys, when held, must be reported in detail and variation 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 of a nature 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 date and date of any letters respecting this case.

In 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.

Was 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? not due

If this was not done, state for what reasons ---

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

Also 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 position of funnel(s) ---

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 Boilers? ---

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

Has the screw shaft now been drawn and examined? --- 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? ---

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 ---

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

If so, 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? ---

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

The centre furnace of the starboard boiler was found to be leaking at an old weld in the bottom of the neck of the furnace.

NOW DONE:- Old weld cut out and fracture rewelded and boiler tested and found tight.

## General Observations, Opinion, and Recommendation

(State clearly any observations, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, and any other observations which may be made in the records of the vessel's machinery, boilers, machinery, pressure, and such for damage, R.R. 0.11, 0.12, 0.13, 0.14, 0.15, or 0.16.)

The machinery of this vessel is in good condition, eligible in my opinion to remain as classed without fresh record of survey, subject to outstanding items being dealt with as previously recommended.

Survey Fee (Classification etc.) £ 30.00  
Special Damage or Repair Fee (if any) £ ---  
Travelling expenses (if chargeable) £ ---  
Fees applied for Sept. 12 1941  
Received by me, Sept. 15 1941

Committee's Minute TUE 25 NOV 1941  
Assigned As now  
Subject



WS2-0174

Noted

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Project used in quantity because of necessity of working in the mountains, holding the

of interest and to the interest of

Project must be done before the completion of the project and the new one -

of the plan for the project of the project and the project of the project

and for

DR. J. A. 00114  
ON THE 21st 1941  
1941. 11. 20

ATLANTIC

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Message



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Foundation

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