

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

No. 5498

(Received at London Office) 11 NOV 1941

Port of Montreal.

When surveyed in at Local Office 19... Survey held at Montreal, P.Q. Date First Survey Sept. 4th Last Survey Sept. 5th 1941

Rey. Book 27126 The Machinery of the Wood, Iron or Steel Screw Steamer "KIMA"

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

Particulars of Classification (if any) as in Register Book of Classification

100 A.1 9,40 LMC

ss. Pir. 2nd No. 3- M.S. 2,38

2,34 B.S. 2,41

ss. Pir. No. 1-38

Particulars of Examination and Repairs (if any) Machinery

(Periodical Surveys, which shall, 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 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 summarized 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 ensure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler.

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 the 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 ligament wire 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?

Has 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

The machinery of this vessel is

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 for Classification 25/

Special Damage Report Fee (if any) 30/

Traveling expenses (if chargeable) 6/

Committee's Minute

Assigned As now

Subject

TUE 25 NOV 1941

WS2-0174

Lloyd's Register Foundation

