

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office WFD. 10 JAN. 1923

Date of writing Report

10

When handed in at Local Office

8-1-1923 Port of Antwerp.

No. in Survey held at

Antwerp.

Date, First Survey 30 December 1922 Last Survey 8 January 1923

Reg. Book.

64757 on the S. S. KURMARK.

(Number of Visits)

Gross 3137

Net 3177

Built at Bremerhaven By whom built Reichman Akt. Ges.

Yard No.

When built 1912

Engines made at Bremen

By whom made A. G. Weser.

Engine No.

when made 1912

Boilers made at Bremen

By whom made A. G. Weser.

Boiler No.

when made 1912

Registered Horse Power

Owners Secretary of State for India in Council Port belonging to London.

Nom. Horse Power as per Rule 402 550

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes.

## ENGINES, &amp;c.—Description of Engines Triple Expansion single screw

Dia. of Cylinders 28.45 1/4 Length of Stroke 54 Revs. per minute 70 No. of Cylinders 3 No. of Cranks 3

Dia. of Crank shaft journals as per rule 15.1 ✓ Dia. of Crank pin 15.157 Crank webs Mid. length breadth 23.625 shrunk Thickness parallel to axis 9.875

as fitted 15.157 Mid. length thickness 9.875 Thickness around eye-hole 9.08

Diameter of Thrust shaft under collars as per rule 15.1 ✓ Diameter of Tunnel shaft as per rule 14.4 ✓ Diameter of Screw shaft as per rule 15.7 ✓ Is the Screw shaft

as fitted 15.157 as fitted 14.448 as fitted 16.399

fitted with a continuous liner the whole length of the stern tube Yes ✓ Is the after end of the liner made watertight in the propeller boss Yes ✓

If the liner is in more than one length are the joints burned Yes ✓ If the liner does not fit tightly at the part

between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive ✓

If two liners are fitted, is the shaft lapped or protected between the liners. ✓ Is an approved appliance fitted at the after end of the shaft to permit

of it being efficiently lubricated ✓ Length of Stern Bush 5' 7 1/2" ✓ Diameter of Propeller 18.4

Pitch of Propeller 18.48 No. of Blades 4 State whether Moveable Yes ✓ Total Surface 100 square feet.

No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 4.18 Stroke 0 Can one be overhauled while the other is at work Yes ✓

No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 4.125 Stroke 0 Can one be overhauled while the other is at work Yes ✓

Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 Weir's 7/16 x 1 general service 4 15/16 x 1 Ballast 10 1/4 x

No. and size of Pumps connected to the Main Bilge Line two main bilge one ballast 10 1/4 x

No. and size of Ballast Pumps One 10 1/4 x No. and size of Lubricating Oil Pumps, including Spare Pump ✓

Are two independent means arranged for circulating water through the Oil Cooler ✓ No. and size of suction connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 7 3 5/8 bore ✓ and in Holds, &amp;c. 8 3 5/8 bore. ✓

No. and size of Main Water Circulating Pump Bilge Suctions 1 1/2 8 3/8" ✓ No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges 1 1/2 3 7/8" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes ✓

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges. Yes ✓

Are all connections with the sea direct on the skin of the ship Yes ✓ Are they Valves or Cocks Valves &amp; cocks. ✓ Bilge along

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes ✓ Are the Discharge Pipes above or below the deep water line main bilge

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes ✓

What Pipes are carried through the bunkers ductum leading to fireholds How are they protected beline lumber boards.

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes ✓

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one

compartment to another Yes ✓ Is the Screw Shaft Tunnel watertight Yes ✓ Is it fitted with a watertight door Yes ✓ worked from Top platform

## MAIN BOILERS, &amp;c.—(Letter for record) Total Heating Surface of Boilers 7875

Is Forced Draft fitted Yes ✓ No. and Description of Boilers 3 Multitubular

Working Pressure 192 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? No

IS A DONKEY BOILER FITTED? No

If so, is a report now forwarded? No

PLANS. Are approved plans forwarded herewith for Shafting Yes ✓ Main Boilers Yes ✓ Auxiliary Boilers None ✓ Donkey Boilers None ✓

(If not state date of approval)

General Pumping Arrangements Yes ✓ Oil fuel Burning Piping Arrangements None ✓

SPARE GEAR. State the articles supplied:—

FRI. 3 DEC 1926

The foregoing is a correct description

FRI. 29. III. 1923

FRI. 2 MAY 1924

Manufacturer.

TUES. 18 AUG 1925

FRI. 12 NOV 1926

TUES. 19 AUG 1924

FRI. 5 SEP 1924

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Lloyd's Register  
Foundation

009702-009710-0211



During progress of work in shops - - -  
 Dates of Survey while building  
 During erection on board vessel - - -  
 Total No. of visits

Dates of Examination of principal parts - Cylinders  
 Slides  
 Covers  
 Pistons  
 Rods  
 Connecting rods  
 Crank shaft  
 Thrust shaft  
 Tunnel shafts  
 Screw shaft  
 Propeller  
 Stern tube  
 Engine and boiler seatings  
 Engines holding down bolts  
 Completion of pumping arrangements  
 Boilers fixed  
 Engines tried under steam  
 Completion of fitting sea connections  
 Stern tube  
 Screw shaft and propeller  
 Main boiler safety valves adjusted  
 Thickness of adjusting washers  
 Material of Crank shaft  
 Identification Mark on Do.  
 Material of Thrust shaft  
 Identification Mark on Do.  
 Material of Tunnel shafts  
 Identification Marks on Do.  
 Material of Screw shafts  
 Identification Marks on Do.  
 Material of Steam Pipes  
 Test pressure  
 Date of Test  
 Is an installation fitted for burning oil fuel  
 Is the flash point of the oil to be used over 150°F.  
 Have the requirements of the Rules for carrying and burning oil fuel been complied with  
 Is this machinery duplicate of a previous case  
 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)  
 The maching of this vessel has been built to the requirements of the Germanische Lloyd.  
 Plans of Shafting, stern tube, pumping plan, Smidts Superheater enclosed herewith.  
 The stroke of main and ausiliary pumps could not be taken as pumps were not connected.

Certificate to be sent to  
 The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £  
 Special ...  
 Donkey Boiler Fee ...  
 Travelling Expenses (if any) £  
 When applied for, 19  
 When received, 19

Committee's Minute

Assigned

TUE. 4 FEB. 1923

TUE DEC. 18 1923

L. B. M. 1.23

Bd. 2.22

C.L. F.D.

FRI 2 MAY 1924

John Thomson  
 Engineer Surveyor to Lloyd's Register of Shipping.

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FRI DEC. 28 1923

Dates of Survey while building