

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

(Received at London Office)

WED. JAN. 24 1923

Date of writing Report 19 When handed in at Local Office 22-1-1923 Port of Antwerp

No. in Reg. Book. Survey held at Antwerp Date, First Survey 20 Dec. 1922 Last Survey 18 January 1923

64757 on the Machinery of the ~~Wood, Iron or Steel~~ S/S. KURMARK (No. of Vessel 12)

Tonnage Gross 5137 Net 3177 Vessel built at Brumshaven By whom Dickmers & Co. Ltd. When 1912

Registered Horse Power 402 Engines made at Bremen By whom A. G. "Weser" When 1912

No. of Main Boilers Boilers, when made (Main) 1912 (Donkey) ✓

No. of Donkey Boilers Owners Secretary of State for India in Council Port London Voyage London

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock City S.G. x Hanger 15 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) Classing

Periodical Surveys, when held, must be reported in detail and seriatim 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 besides 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.

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

Do. " Donkey " " " " ✓ No

If this was not done, state for what reasons? Previously examined

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? ✓

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 Boiler? ✓

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

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

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? ✓ No If so, state reasons ✓ Is the shaft now fitted new? ✓ No 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? For to complete the survey

The auxiliary steam line of piping and superheater plant require to be tested

Vessel placed in dry dock, examined propeller, outer part of stern bush, sea connections and fastenings, and all overboard discharges.

Main engines examined: H.P. cylinders, I.P. & L.P. pistons and cylinders, slide valves & casings, cranks, thrust & intermediate shafting, condenser, air pump circulating, feed & bilge pumps, and all connections attached to same, all auxiliary pumps examined & overhauled. Main steam pipes tested to 50 lb. per square inch. Windlass, steering engine & Davit pump examined and overhauled.

For examination of main boiler, H.P. cylinders and screw shaft (see letter M. 22 November 1922) for adjusting of main boiler safety valves see Bondiff report n° 43269

General Observations, Opinion, and Recommendation:—

(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.C.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

Forwarded for the information of the Committee.

Survey Fee (per Section 28) £ 50.00 Fees applied for 7/19/23

Special Damage or Repair Fee (if any) (per Section 28.) £ Travelling Expenses (if chargeable) £

Committee's Minute Assigned see Minute on J.E. report.

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Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

TUES. 18 AUG 1925

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

TUES. 29 MAR 1922

FRI. 29 JUN 1923

FRI. 3 DEC 1926

TUE. DEC. 18 1923

FRI. 2 MAY 1924

FRI. 12 NOV 1926

FRI. DEC. 28 1923

FRI. 24 JUN 1927

TUES. 19 AUG 1924

FRI. 5 SEP 1927

009702-009710-0215

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