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*London.*

LEITH.

16th December, 1920.

LLOYD'S REGISTER,  
LONDON.

EC 118 DEC 1920  
ANS

Arthur T. Thomas.

Thomas Barr Esq., Manager, Messrs. Cayzer Irvine & Co., London  
attend on board the twin screw steamer "KURLAND" 10900 tons gross  
No. 79908 in the Register Book for the purpose of examining certain  
portions of the vessel opened for inspection.

Upon examination of the vessel on the 15th December, 1920  
while lying afloat in the Imperial Dock, Leith the following was done.

Fore peak tank examined and following found:- At stem first  
and second tie plates across frames about 10 rivets left out through  
beams. Peak cement washed throughout and bottom cemented over one  
shell plate only: riveting and work generally in tank good: sluice  
valve fitted on collision bulkhead inside tank and worked from above:  
on No. 1 ballast tank side a flap valve fitted: **no** pumping arrangement  
in tank. This sluice valve connects fore peak to No. 1 ballast tank.  
No. 1 Ballast tank:- Tank cement washed throughout but not cemented  
in bottom: on Port side 3 spaces aft from Collision bulkhead 4 rivets  
left out of lower bar of floor: 2 rivets left out in top bar of centre  
girder at after space as if for drainage: top bar of floors in some  
cases not lying close to tank margin plate: riveting sound, but  
judging from size of heads rivets of tank top plating smaller than in  
other parts: at collision bulkhead on starboard side a flap valve is

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fitted in connection with above sluice valve in peak, and when tank is run up the pressure would keep this flap valve closed. The work generally in this tank is in my opinion good, and up to good average standard.

Stokehold tank:- Tank cement washed throughout, but found blown at several places on ships bottom: no cement laid on bottom. This tank requires scraping and recoating as found necessary. At places found centre girder top bar not lying close to tank top plating, also top bar of floors in places in same condition. Riveting sound, but appearance of smaller rivets being used in tank top plating: Tank top plating in places found slightly corroded and scale requires to be chipped off and tank top recoated. Taking the work in this tank as a whole it is my opinion good and up to average standard.

Port Forward Main Boiler:- Combustion chambers examined and found in good order: backs and sides had been bricked up to about level of top of furnaces: tubes fitted for Diamond blower, but no blower supplied. Furnaces Morrison type with top flanged over inside of back tube plate: sturrock type bridges fitted: tubes both plain and stay beaded over at back tube plate: at front tube plate stay tubes only beaded over: some of the plain tubes showing signs of slight leakage: furnace fronts found cracked inside in way of door: inside baffle plates more or less burnt: examined furnaces with a view of their being withdrawable, and they appear to be arranged as if the lower joint has been brought near the furnace mouth for that purpose: this could be definitely ascertained from boiler plan: inside of bottom examined and found in good order: water space stays appear well fitted and ring sound: furnaces on water side found in good order: bottom manhole doors tried in position and found in order: top inside of boiler examined and found in order: tubes appear all sound and girders well fitted: main steam space stays pitched about  $15\frac{1}{2} \times 13\frac{1}{2}$ " rather crowd steam space. Bottom circumferential seams shows signs of slight leakage at rivets: pad fitted on outside of shell plate at bottom for drain plug found leaking and requires recaulking.



S.S. "KURLAND."

Starboard Main Boiler:- Combustion chambers examined and found in good condition: bricked up similar to Port Boiler: appearance of slight leak at centre front <sup>be</sup> tube plate as if coming from studs supporting smoke box casing: tubes fitted for Diamond blower, but no blower supplied: furnaces and bridges similar to Port boiler: bottom manhole doors tried in place and all in order: Inside bottom of boiler examined and found all in order: water space stays appear well fitted and ring sound: furnaces on water side are all in order: top inside of boiler examined and in good order: same feature in regard to steam space stays as in Port Boiler: front circumferential seam at bottom requires attention and shell in vicinity has slight wastage through rusting, as if boiler had been lying in a damp spot for a period: back circumferential seam at bottom appears all in order: pad riveted on bottom for drain plug leaking and requires re-caulking.

Boiler pressure stated to be 14 atmospheres per square inch say 205 lbs. per square inch. Backs of both these boilers about 3 feet from bulkhead giving ample room for working at any repairs necessary.

It is my opinion that the workmanship on the two boilers examined is good, and the boilers inside are in good condition.

The bottoms of all main boilers may be considered in the same condition as above and require attention and painting.

The following boiler mountings appear to me after a chipping test to be made of cast steel.

Check valve chests and covers fitted with brass spindles. Blow down and scum valve chests and covers fitted with brass spindles. Water gauge cock columns.

Main and auxiliary stop valve chests and covers fitted with steel spindles. Main master valve chests and covers.

Gauge glass control steam and water valve chests and covers fitted with brass spindles.

Safety valve chests.

All tee pieces on main and auxiliary feed liners.

Main and auxiliary feed pipes are steel.

Main steam pipes steel.



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S.S. "KURLAND."

Spare main stop valve in store examined and found to be made of steel with a metal composition ring forced in to groove to act as valve face. The spare seat appears to be an ordinary steel ring.

Spare main stop valve spindle is made of steel

Spare auxiliary stop valve in store examined and found to be made of steel, and appears to have been milled out of the solid. The spare seat appears to be an ordinary steel ring.

Spare auxiliary stop valve spindle made of steel.

All boilers are fitted with dampers: 2 forward boiler dampers are controlled from stokehold and after 3 boiler dampers controlled from riddley.

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Fee :- £10:0:0.

A. T. Thomas

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.



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Referred to the Chief Clerk

*HS*  
18 DEC 1920

Also for Mr. S. A. Hall to note.  
Referred to Mr. Mayo.

RECEIVED BY THE CHIEF CLERK OF THE SECRETARY OF THE TREASURY

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