

August 31st. 1920.

Dear Captain King,

s.s. "KURLAND"

I have to inform you that this vessel and her machinery together with the plans have been carefully examined with a view to classification in Lloyds Register.

Hull. The vessel is of the following dimensions, 524' x 65.5' x 40.25'. The keel was laid in 1914 and she was launched in April last. She is now being completed at the works of the Builders, Messrs. J.G. Tecklenborg A.G. Geestemunde and was constructed to the requirements of the Germanischer Lloyd for the class 100A

The scantlings and arrangements shown on the plans are such as entitle the vessel to be classed 100 A.1.

The vessel, which is almost completed, was examined afloat at the Builders finishing quay; the decks, holds, bunkers engine and boiler spaces, peaks etc. being all carefully surveyed. The structure was found to be in a thoroughly satisfactory condition and the scantlings appeared to be in agreement with those shown on the plans.

Machinery. This vessel is propelled by twin screws driven by triple expansion steam engine, having cylinders 28, 45 $\frac{5}{16}$, and 74 inches diameter, a stroke of 51 $\frac{3}{4}$ inches, and developing
a



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a total I.H.P. of 5000.

Steam at a working pressure of 199 lb. per sq. inch. is generated in five single ended multitubular boilers, having a diameter of 15'-1", a length of 12'-2" and a total heating surface of 14000 square feet.

Howden's system of forced draught is installed.

The whole of the machinery has been built and tested under the inspection of Surveyors to the Germanischer Lloyd and to their requirements.

Plans of engines, boilers and pumping arrangements have been examined and the scantlings shown thereon are such as could be accepted.

The machinery main and auxiliary has been generally examined ^{so}/far as is possible without opening up and the scantlings of shafting and other exposed parts have been verified with those shown on the plans.

The boilers have been generally examined internally and externally and found to be satisfactory.

I am therefore of opinion that the hull and machinery of this vessel could be recommended to the Committee for the class 100 A.1. with the record of L.M.C. for machinery.

I am,

Yours faithfully,

T. J. Stoddart

Capt. J. King, O.B.E., R.D., R.N.R.



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