

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

No. 2846

(Received at London Office)

11 JUL 1925

Date of writing Report 4/7/1925 When handed in at Local Office 8.7.25 Port of FIUME

Survey held at FIUME Date, First Survey 6/8/1924 Last Survey 25/6/1925

on the Machinery of the Wood, Iron or Steel S/S. KUMAROVO ex GRAND DUKE ALEXANDER (No. of Visits 31)

Gross 140.30 Vessel built at MALMO By whom HOCHUMS. M.V. ACKTIEB When 1904

Net 66.18 Engines made at MALMO By whom HOCHUMS. M.V. ACKTIEB When 1904

Boilers, when made (Main) 1907 (Donkey) 1907

Owners DUBROVACHA PAR. PLOV. Owners' Address DUBROVNIK

Managers --- Port --- Voyage TRIESTE-GRUZ

If Surveyed Afloat --- or in Dry Dock Land Nav. Quarant. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) LMC

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 summarised at the end of the report. State also the names and initials of any letters respecting this case.

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? yes

Do. " " Donkey " " " " yes

Was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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? yes To what pressure were they afterwards adjusted under steam? 185 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? ---

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes , and of the Donkey Boiler? yes

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

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

Has the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? WITH OUT Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

Has the shaft now been changed? no If so, state reasons

Has the shaft now fitted new? yes Has it a continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? closed.

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1</u>		
<u>with feedback</u>		
<u>Withdrawn in 1924</u>		
<u>(Class on templates)</u>		

Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete.

NOW DONE: Yence placed on pontoon; propellers, stern bushes, outside fastenings and sea connection examined and found in order. Tail shaft drawn examined and found good. Moulders pistons, slide valves, and faces, Quarts, Thrust, and Trawl shaftings, Condenser, pumps and auxiliaries examined and found as put in order. Bailer examined through out and found in order. mountings and safety valves removed repaired as necessary examined, replaced now good.

Safety valves adjusted, molar steam as above with satisfactory results. Electric installation examined and repaired as recommended now good.

General Observations, Opinion, and Recommendation: This submitted the vessel's 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.&M.S. 9,11, or L.N.C. 9,11, 140 lb., F.D., &c.)

Machinery is in a fit state in my opinion to be classed in Register Book with Notation of LMC 4.25 and Tail shafts seen 2.25

Fee (per Section 25) 1440.- Fees applied for 6/7/1925 M.B.

Repair Fee (if any) 600.-

Expenses (if chargeable) 381.-

Committee's Minute FRI. 24 JUL 1925

Decided No action

FRI. 29 APR 1927

TUES. 23 MAR 1926

TUES. 27 JUL 1926

FRI. 26 FEB 1925

W248-0201

Insert Character of Ship and Machinery precisely as in the Register Book

If so, to be sent to LONDON OFFICE

Spain steam pipes annealed tested to 555 lbs. with satisfactory results.

Repairs: MACHINERY.

Tail shafts removed and turned, stern bushes renewed and forward stern W. Metal neck-bush.

Bederwal oil gland at spring renewed.

W. Metal crank frames renewed and all shafts lined up. All pistons packing rings renewed.

Feed pumps stem and water pistons with packing rings renewed. All auxiliary pumps repaired as necessary. Centrifugal circulating pump all brass renewed. Condenser all tubes renewed and new tubes fitted condenser tested by water and found tight. Main bilge injection in engine room valves renewed. Main bilge injections in tunnel spaces fitted and no return valves.

BOILERS.

In all boiler several shell plating rivets removed and bottom manhole doors refitted.

All plain tubes renewed tubes plate specially examined and found in order. Forward part boiler centre furnace renewed examined and found the following

marks:

LLOYD'S TEST
12. 22. 8 - 5761
P. 4014
58. 28. 5
34.0

Certificate from: J.P. Bull THOS PIGOTT & Co LTD. BIRMINGHAM
MORISON IRON. EXT. 3'-4 7/8" THICKNESSES 17/32"
TENSILE ST. 28.5 TONS. ELLONG. 24.0% NO OF PLATE 4014

Surveyor: PRINGLE. NO OF CERTIFICATE 2666. -

All boiler after wards tested hydraulic balls and found tight.

ELECTRIC LIGHT INSTAL.

Main switch board and auxiliary now renewed all necessary switch board renewed.

4 circuit and all water tight passage renewed.

Dinamos tested at overload 25% with satisfactory results.

[Signature]

Survey of machinery now held for classification. & repairs effected

N.B. - If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that this vessel is eligible for THE RECORD. LMC 6.25. SG.25.06. 185th.

[Signature]
2077/05
When the hull is closed.