

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

(Received at London Office)

11 JUL 1965

Date of writing Report 4/7/1925 When handed in at Local Office 8.7 1925 Port of FIUME
 Date, First Survey 6/8/1924 Last Survey 25/6/1925
 Survey held at FIUME on the Machinery of the ~~Wood, Iron or Steel~~ S/S. KUMAROVO, ex GRAND DUKE ALEXANDER
 Gross 1410.30 Net 661.08 Vessel built at MALMO By whom HOCHUMS. M.Y. ACKTIEB When 1904
 Engines made at MALMO By whom HOCHUMS. M.Y. ACKT. When 1904
 Boilers, when made (Main) 1907 (Donkey) —
 Owners DOBROVACHA PAR. PLOV. Owners' Address DOBROVACHA
 Managers — Port — Voyage TRIESTE-GRUZ
 If Surveyed Afloat — or in Dry Dock Land Nav. Guarnaro
 (State name of Dock.)

st Report No. _____ Port

Particulars of Examination and Repairs (if any) LME

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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 ideas 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

a damage report made by anyone else? If so, by whom?

he Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *yes*

10.	"	Donkey	"	"	"
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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?

he Surveyor examine the Safety Valves of the Main Boiler?

he Surveyor examine the Safety Valves of Donkey Boiler?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Does the Surveyor examine the drain plugs of the Main Boilers?

1. The Surveyor examine all the mountings of the Main Boilers?

crew 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 it now been changed? C If so, state reasons

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

81 the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft?

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

NOW DONE = Vence placed an pontoon, propellers, stern bushes, outside fastenings and sea connection examined and found in order. Bilge pumps drawn examined and found good.

gymnoids pistons, slide valves and faces Cranks, Thrusts, not Turret shaftings Camshafts, pumps and auxiliaries examined and found all in order.

Bailers examined through out and found in arder muntings
not safety valves removed repaired as necessary
& annol, replaced now good.

Safety valves adjusted, motor steamed as always with satisfactory results. Electric installation examined and repaired as recommended now good.

General Observations, Opinion, and Recommendation:—It is submitted that the vessel's machinery is in a fit state for service, and that no alteration is required to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.11, B.&M.S. 9.11, or *L.M.C. 9.11, 140 lb., F.D., &c.)

Fee (per Section 28).....	\$	1440.-	Fees applied for	6/7/1925	M.B.
Repair Repair Fee (if any).....	\$	600.-			
(per Section 28.)					
ing Expenses (if chargeable).....	\$	381.-	Received by me,		

Committee's Minute **FRI, 24 JUL 1925**

igned No action

FRI. 29 APR 1927

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Engineer Surveyor to Lloyd's Register of Shipping.

~~TUES. 22 MAR 1926~~

TUES 27 JUL 1926

FRL 26 FEB 192

W248-0201

Span 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 renewed and bottom manhole doors refitted.

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

LLOYD'S TEST
12. 22. 8 - 5761
P. 4014
ST. 28.5
34.0

Certificate from: J.P. Built THOS PIGOTT & CO LTD. BIRMINGHAM
MORISON IRON. EXT. 3' 4 7/8" THICKNESSES 17/32"

TENSILE ST. 28.5 TONS. ELLONG. 34.0% NO OF PLATE 4014

Surveyor: PRINGLE. NO OF CERTIFICATE 2666. -

All boiler after wards tested hydraulic balls and found tight.

ELECTRIC LIGHT INSTALL.

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

4 circuit and all water tight passage renewed.

Dinamos tested at overload 25% with satisfactory results.

[Signature]

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Survey of machinery now held
for classification. & repairs effected

It is submitted that

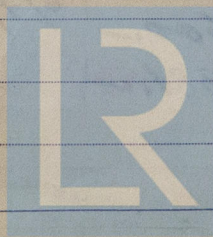
this vessel is eligible for
THE RECORD. LMC 6.25.

SG-25.06. 185 lb.

Both.

[Signature]
20/7/25

When the hull is
closed.



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Foundation