

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

11 JUL 1925

Date of writing Report 15/5/1925 When handed in at Local Office 8.7.1925 Port of FIUME
 Survey held at FIUME & TRIESTE. Date, First Survey 6/8/1924 Last Survey 3/6/1925
 on the S.S. KUMANOVO GRAND DUKE ALEXANDER (Number of Visits 80)
 Built at MALMO By whom built KOCKUMS. M.V. AKT. Yard No. ✓ Tons Gross 1482
 Engines made at MALMO By whom made KOCKUMS. M.V. AKT. Engine No. ✓ Net 566
 Boilers made at MALMO By whom made KOCKUMS. M.V. AKT. Boiler No. ✓ When built 1904
 Registered Horse Power ✓ Owners ZUBROVANA PAROBRODSKA Port belonging to ZUBROVNIK.
 Nom. Horse Power as per Rule 230 357 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES.

ENGINES, &c.—Description of Engines TWO TRIPLE EXPANSIONS. ENGINE.
 Dia. of Cylinders 18 1/8 x 27 1/2 Length of Stroke 24 1/2 Revs. per minute ✓ No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals 47 3/16 as per rule 8.87 Dia. of Crank pin 9.25 Crank webs 18.3 Mid. length breadth 6 7/8 Thickness parallel to axis 6 7/8
 Diameter of Thrust shaft under collars 9.25 as per rule 8.87 Diameter of Tunnel shaft 9.25 as per rule 8.45 Diameter of Screw shaft 9.44 as per rule 8.53 Is the Screw shaft
 fitted with a continuous liner the whole length of the stern tube WITHOUT LINER. Is the after end of the liner made watertight in the propeller boss ✓
 If the liner is in more than one length are the joints burned ✓ If the liner does not fit tightly at the part
 between the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive YES.
 If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved appliance fitted at the after end of the shaft to permit
 of it being efficiently lubricated YES. Length of Stern Bush 40 Diameter of Propeller 10 7/8
 Pitch of Propeller 133.85 No. of Blades 4 State whether Moveable NO Total Surface 244 EACH. square feet.
 No. of Feed Pumps fitted to the Main Engines NONE Diameter of ditto ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 No. of Bilge Pumps fitted to the Main Engines NONE Diameter of ditto ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 Total number and size of power driven Feed and Bilge Auxiliary Pumps Nº 3: TWO 7 1/4 x 9 1/4 = 12"; (7 1/4 x 10 1/8 = 12 1/2" ONE).
 No. and size of Pumps connected to the Main Bilge Line Nº 2; 4" x 5" x 6"
 No. and size of Ballast Pumps ONE 7 1/4 x 10 1/8 = 12 1/2" No. and size of Lubricating Oil Pumps, including Spare Pump —
 Are two independent means arranged for circulating water through the Oil Cooler — No. and size of suction connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room ENG. Nº 2 DIAM. 2 1/2" ONE 4 1/2". B. R. Nº 2; 2 1/2" and in Holds, &c. FORWARD. Nº ONE DIAM. 2 1/2"
IN TUNNEL SPACE ONE DIAM. 2 1/2"; & ONE DIAM. 5"

No. and size of Main Water Circulating Pump Bilge Suctions ONE DIAM. 8" No. and size of Donkey Pump Direct Suctions
 to the Engine Room Bilges ONE DIAM. 2 1/2" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES.
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges YES.
 Are all connections with the sea direct on the skin of the ship YES. Are they Valves or Cocks VALVES & COCKS.
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates YES. Are the Discharge Pipes above or below the deep water line ABOVE
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel YES. Are the Blow Off Cocks fitted with a spigot and brass covering plate YES.
 What Pipes are carried through the bunkers NONE. How are they protected —
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES.
 Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one
 compartment to another YES. Is the Screw Shaft Tunnel watertight YES. Is it fitted with a watertight door YES. worked from ENGINE & U.P. OK.

MAIN BOILERS, &c.—(Letter for record 5.) Total Heating Surface of Boilers 6871.32 sq. ft.
 Is Forced Draft fitted NO No. and Description of Boilers 4. CYLINDRICAL Working Pressure 185 LBS.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES.
 IS A DONKEY BOILER FITTED? NO If so, is a report now forwarded? —

PLANS. Are approved plans forwarded herewith for Shafting YES. Main Boilers YES. Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval) YES. Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:—now supplied, examined and found
in accordance with the rules.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops --
During erection on board vessel --
Total No. of visits. 32. -

Dates of Examination of principal parts - Cylinders 3/1/1925 Slides 3/1/1925
Covers 3/1/1925 Pistons 3/1/1925 Rods 3/1/1925
Connecting rods 17/1/1925 Crank shaft 17/1/1925 Thrust shaft 26/1/25
Tunnel shafts 26/1/1925 Screw shaft 38/12/24 & 20/3/25 Propeller 20/2/25
Stern tube 20/2/25 Engine and boiler seatings 10/10/24 Engines holding down bolts 15/11/24
Completion of pumping arrangements 22/1/1925 Boilers fixed ✓ Engines tried under steam 23/2/1925
Completion of fitting sea connections ✓ Stern tube ✓ Screw shaft and propeller ✓
Main boiler safety valves adjusted Thickness of adjusting washers
Material of Crank shaft Steel Identification Mark on Do. 19.3.06 (GERMAN LLOYD) STAMP.
Material of Thrust shaft ✓ Identification Mark on Do. B.O.
Material of Tunnel shafts ✓ Identification Marks on Do.
Material of Screw shafts ✓ Identification Marks on Do.
Material of Steam Pipes Copper Test pressure 560 lbs. Date of Test 10/10/1924.
Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. ✓
Have the requirements of the Rules for carrying and burning oil fuel been complied with ✓
Is this machinery duplicate of a previous case No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The quality of the workmanship is good and in a opinion the vessel's machinery is to be eligible to be cleared in Reg. Book with notation of LME-3.25 and Tail shaft seen 2.25.

Auxiliary engine - NOT ABOVE REPORTED.

Two Air pump for the main engine. Compound. diam. Steam. = 8" x 11"

Stroke = 11" diam. air pump. 19"

one Circulating pump. centrifugal diam. Steam. Eng. 4" stroke = 5 1/2"

one. sanitary pump. diam. cylinders 5" x 6" stroke 6"

one. feed pump. worked, from tank to the fresh water aux. Tank on deck.

diam. of cylinders = 5" x 6" stroke 6"

one injector diam. of suction tube 2"

one. Evaporators = type HENNEBERG.

one HEATHER. = type Wper.

The amount of Entry due = £ 300. -

Special ... £ :

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ :

When applied for,

6/7/1925

When received,

8/9/25

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

FRI. 20. 1111 1925

FRI. 21 AUG 1925

FRI. 26 FEB 1926
TUES. 23 MAR 1926

TUES. 27 JUL 1926

FRI. 29 APR 1927

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