



# Lloyd's Register of Shipping,

Via della Borsa No. 2,

LLOYD'S REGISTER  
Recd. - 5 JUN. 1925

Trieste (II), 2nd June 1925.

Ans.

LONDON

PRINCIPAL SURVEYOR FOR ITALY:  
N. G. TURNBULL.

SHIP & ENGINEER SURVEYORS:

S. O. COMMON.

L. STUPARICH.

M. BONIVENTO.

F. LOCKNEY, M.Eng.

SHIP SURVEYORS:

M. COSTANTINI, B.Sc.

G. MAJCN, B.Sc.

M. MICALICH.

Steamer "KUMANOVO".-

Dear Sir,

Reverting to Fiume letter of 13th February 1925 forwarding a freeboard report form llo Fiume No.2795 I have to inform you that the two freeboard certificates No.76230/25708 dated 18th February 1925 are still in Trieste Office, having never being issued.

The Owners have found that the vessel required to have some permanent pig iron ballast placed on board for her service and consequently the mean draft of 12'-6 $\frac{1}{2}$ " B.K. corresponding to the freeboard of 10'-5 $\frac{1}{2}$ " previously assigned is not sufficient when all passengers, baggage and stores are on board.

Five sidelights abaft amidship port and starboard have accordingly been permanently closed and I enclose herewith a revised form llo showing the present position and height of the sill of the lowest sidelight. The vessel trims about 2'-0" by the stern and the Owners desire to be informed whether with this arrangement of sidelights a freeboard corresponding to a mean draft of say 13'-0" extreme could be assigned.

W248-0211(113)



If so kindly forward a new assignment letter to this Office and we shall send a verification form in due course and return the two freeboard certificates for cancellation and new ones to be issued.

With reference to your letter M of 18th February addressed to the Fiume Surveyors regarding the height of the collision bulkhead the Owners are unwilling to carry same up to the uppermost deck as it would interfere with their forward arrangements. They point out that they must have access to the forward tween deck space from the forward companion for handling baggage, and that this space has always been divided off from the crew accommodation by a wood bulkhead with door as shown on the enclosed pencil sketch.

As there are showerproof doors fitted in the sides of the forward tween decks it is submitted the vessel be regarded as of Shade Deck type and the class 100 A 1 Shade Deck with freeboard assigned with the collision bulkhead to the Main Deck, as in the cases of the steamers "Beograd", No. 64554 and "Duino" No. 68418 in the Register Book.

The approved midship section and profile are enclosed herewith. for reference.

The survey on the vessel is now complete and the First Entry Report will be forwarded as soon as the foregoing



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W248-0211(213)



items have been adjusted.

I am, Dear Sir,

Yours faithfully,

H. G. Turnbull.

The Secretary,

LONDON.

✓  
4 Enclosures: 1 Midship Section  
1 Profile  
1 Pencil sketch  
1 Form 11c.



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W248-0211(313)

Received by Lloyd's Register Foundation  
10/10/19



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5 JUN 1925

A Enclosures:

• MICHIGAN

Ytst e r o o e n n

YOUNG & RUBIN

I am, Dear Sir,

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