

Steel Twin Screw Passenger Steamer "KUMANOVA" ex "GRAND  
DUKE ALEXANDER MICHAILOVITCH", No. 71041 in R.B.,

Rule dimensions : 240 x 35 x 22.54 to upper deck (complete super-  
structure)  
Scantling numbers : 5409 & 13809  
Proportions : 10.64 depths to length.

This passenger steamer was built by Messrs. Kockum  
in 1907 and has recently been purchased by Messrs. Dubrovacka  
Parabrodska Plovidba ( Mr. S. Racic ), who desire that she  
should be classed with this Society.

The steamer has already undergone preliminary bottom  
examination at Spezia, the Surveyors stating that generally  
the shell plating, stem and stern frame and bilge keels  
were found to be in efficient condition.

The scantlings and arrangements as indicated on the  
plans have been examined and compared with the requirements  
of the Revised Rules for a complete superstructure steamer  
and are found to be equivalent thereto.

It is submitted that provided the requirements of the  
Rules for ships not built under survey be complied with, and  
on completion of the survey ~~and arrangements~~ a satisfactory  
report be received from the Surveyors the steamer will be  
worthy to be favourably recommended to the Committee for the  
class 100A with a freeboard to be assigned. The Surveyor  
should forward full particulars on form 11c for freeboard  
assignment. It is observed that a number of sidelights  
are fitted in the vessel's sides below the <sup>2nd</sup> ~~upper~~ deck, and if  
any of these are to be retained the Surveyor should report  
the distance from the top of the keel to the lower edge  
of the lowest sidelight, and should state the distance of the  
lowest sidelight forward or aft of amidships. He should  
also state the moulded draught desired on service.

As the steamer was built so far back as 1907 it is  
considered that provided the quality of the steel be found

*Survey*  
satisfactory on service it might be approved.

If the figure "1" is desired particulars of the equipment at present on board should be submitted.

With regard to the bulkheads it appears from the profile plan that four watertight bulkheads are fitted as required by the Rules, but it does not appear that the collision bulkhead extends to the upper ( or weather ) deck as required by the Rules.

The Surveyors should report on the extent of the collision bulkhead.

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