

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 ^{2nd} ~~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.

W.D. *W.D.* *W.D.*
23.7.24

*Endorsement
re machinery*

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