

Rpt. 9

Date of writing report 20/2/59.

Received London

5 MAR 1959

20/2/59.

Port LONDON

No.

139776

18/2/59.

Survey held at NORTH FLEET

No. of visits

1.

First date 18/2/59.

Last date

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 85774 • Name S.S. "ZINI". Gross tons 7256. Date of build 1943.
Owners Elder Dempster Lines, Ltd. Managers Port of Registry LIVERPOOL.
Engines made 1943. By General Mch. Corp., Hamilton. Type T 30y.
No. of Main Engines 1. No. of Screws 1. Records of Survey & Special Notations as per Register Book
No. of Main Boilers 2. WT. W.P. 240. lb. Spt.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat.
Nature of Survey Mach. Repairs.
Was Damage Report issued? No. Int. Cert.? Yes.
Last Report (For Head Office only) 64729 HUL Fitted for O.F.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.)

PERFECT

STANDARD

- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides { Side
Centre
- 4 Crankpins & Bearings { Side
Centre
- 5 Journals & Bearings Nos. 2, 3, 5 & 6 Good.

MAIN ENGINE DRIVEN AIR COMPRESSORS

- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- 11 Cyls., Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- 16 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS Good.

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship as now seen is eligible in my opinion to remain as classed without fresh record of survey.

Date of Committee THURSDAY 19 MAR 1959

Decision

50m, 6.56. T. (MADE AND TESTED IN ENGLAND.)

Noted
for
Header

K. G. KIRBY.

Engineer Surveyor to Lloyd's Register of Shipping

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Lloyd's Register
Foundation

611368-011377-0105

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
35 Fresh Water Coolers
36 Lub. Oil Coolers
37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main
40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators
43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery
45 Windlass
46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

Table with 4 columns: PROPULSION, PORT, STARBOARD, ELECTRICAL EQUIPMENT, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, and various auxiliary equipment like Generators & Governors, Motors, Switchboards & Fittings, Circuit Breakers, Cables, etc.

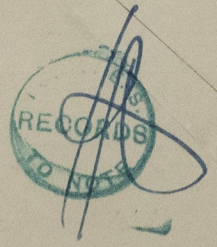
BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN
AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to
Boiler Securing Arrangements
Main Economisers
Exhaust Gas Heated Economisers
Steam Heated Steam Generators
Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?
Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?
Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main
Auxiliary (over 3 in. bore)
Were Copper Pipes annealed?
Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)
Machinery repairs. Attended on board at request of Owners' Supt., on account of reported overheating of Nos.3 & 6 main bearings. It is stated all main bearings were remetalled 2-59. Now done. Main engine holding down bolts & chocks examined. All found in good order. Main engine crankshaft deflections taken, found satisfactory. Nos.3 & 6 main bearings & crankshaft journals examined, slight marks of overheating noted, high spots scraped off & bearings replaced. Nos.2 & 5 main bearings were lifted examined & found in good order. This machinery remains efficient.

Repair
It is submitted that this vessel is eligible to remain as CLASSED.
16/3/59

LEAVE THIS SPACE BLANK



Survey fees
Machinery Repairs £8..8..0d.
Damage fee
Expenses... 10/-
Date when A/c rendered