

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report

When handed in at Local Office

23. 3.

42 Port of

13 APR 1942

No. in

Reg. Book

Survey held at

Glasgow

Date First Survey

13. 1. 42

Last Survey

20 Mar 1942

35144 on the Machinery of the Wood, Iron or Steel

S.S. "ZAAFARAN"

(No. of Visits)

11

Tonnage

Gross 1559

Net 852

Nominal Horse Power

292

No. of Main Boilers

2 SB

No. of Donkey Boilers

✓

Steam Pressure in Main Boilers

180 lbs

in Donkey Boilers

✓

Vessel built at

Troon

Engines made at

do

By whom

Ailsa Shipbuilding Co. Ltd

Year

Month

When 1921-11

Boilers, when made (Main)

1921

(Donkey)

When 1921

Owners Ministry of War Transport

Owners' Address

Managers General Steam Navigation Co. Ltd

Port London

Voyage

If Surveyed Afloat or in Dry Dock

Both

(State name of Dock)

Govan No. 1. S.S.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER
* for Special Survey
Date of last Survey and of
Periodical Surveys.Years
assigned
now
expired.Machinery and Boiler
Surveys
(including date of N.B., if any).

4100A.1. With

Freeboard 7.41

S.S. No. 3.6.34

S.S. No. 1.38

+L.M.C. 7.39

B.S. 9.40

T.S.C.L. 4.40

Fuel 4.24 FF

above 150° F.

Last Report No.

Port

Particulars of Examination and Repairs (if any)

Additional bunkers
Sacking & Coy B.S.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " " " " "

If this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the

Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined?

Has shaft now been changed?

Has the shaft now fitted been previously used?

State date of examination of Screw Shaft

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

These remains to be done four extended spindles to fit to No. 3 double bottom tank suction valves. See plan forwarded with hull report. It was stated this will be done on vessels return to Glasgow. B.S. Completed.

Now done for additional bunkers Heating coils hydraulically tested to 300 lbs per sq. inch and found sound and tight.

Now done Docking and Completion of B.S. Vessel placed in dry dock.

propeller after end of stern tube, and outside fastenings of under water sea connections examined and found good. Starboard boiler examined internally and externally together with Safety valves, doors,

General Observations, Opinion, and Recommendation. The machinery of this vessel so

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, E.M.S. 9.11, L.M.C. 9.11, or

as now seen is in a safe working condition and eligible in our opinion to remain as classed. Subject to four extended spindles being fitted to No. 3 double bottom tank suction valves, and to have fresh record of B.S. 11.41 recommended in above report. B.R. list boiler item to be deleted

Survey Fee (per Section 29) £ : ✓

Special Damage or Repair Fee (if any) £ : ✓

licence case (per Section 29) £ : ✓

travelling expenses (if chargeable) £ : ✓

Committee's Minute GLASGOW 8 APR 1942

Assigned As now subject B.S. 11.41

Fees applied for

19

Received by me,

19

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

S.S. "ZAAFARAN"

And mountings and found good. Safety valves of Port and Starboard
boilers afterwards adjusted under steam to 180 lbs per sq. inch
and found satisfactory. Oil fuel installation examined under
working condition and found good. G. E. Murdoch.

[Faint mirrored text from reverse side, likely bleed-through]

[Faint mirrored text from reverse side, likely bleed-through]

[Faint mirrored text from reverse side, likely bleed-through]

[Faint mirrored text from reverse side, likely bleed-through]

Notes

Exhibit as recommended

Yes

22.4.22



© 2020
Lloyd's Register
Foundation