

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

(Received at London Office)

17 DEC 1942

Date of writing Report 15-12-42 When handed in at Local Office 15-12-42 Port of Leith

No. in Reg. Book. Survey held at Leith Date First Survey and Last Survey 10/12/1942 (No. of Visits 1)

85299 on the Machinery of the Wood, Iron or Steel *Sc. Sr. ZARIAN.*

Tonnage { Gross 4841 Vessel built at *Haverton Hill-on-Sea* By whom *Furness, S.B. Gadd* When 1938-2.
Net 2496 Engines made at *Newcastle* By whom *H.E. Marrie Eng Gadd* When 1938
(Donkey) 1938

Nominal Horse Power 456 Boilers, when made (Main) 1938 Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Main Boilers 2 Owners *Elmnia Ltd* Port *Freetown* and Voyage *✓*
No. of Donkey Boilers 1 Managers *United Africa Co Ltd*
Steam Pressure in Main Boilers 220lb. *✓* Surveyed Afloat or in Dry Dock *Albert Dock*
in Donkey Boilers 220lb. (State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) *Damage.*

(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. *Intern. Cert. issued Copy herewith. Not known.*

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? *✓*

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

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. *✓*

Present condition of funnel(s) *✓*

Did the Surveyor examine the Safety Valves of the Main Boiler? *✓* To what pressure were they afterwards adjusted under steam? *✓*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *✓* To what pressure were they afterwards adjusted under steam? *✓*

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

Did the Surveyor examine the drain plugs of the Main Boilers? *✓* and of the Donkey Boilers? *✓*

Did the Surveyor examine all the mountings of the Main Boilers? *✓* and of the Donkey Boilers? *✓*

Has the screw shaft now been drawn and examined? *✓* Is it fitted with continuous liner? *✓* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *✓*

Has shaft now been changed? *✓* If so, state reasons. *✓*

Has the shaft now fitted been previously used? *✓* Has it a continuous liner? *✓* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *✓*

State date of examination of Screw Shaft. *✓* State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. *Afloat*

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

Is electric light and/or power fitted *Yes*

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. *Complete.*

Not done at the request of the Master. Visited the vessel whilst lying afloat in Albert Dock, Leith, on account of damage stated to have been caused by bumping on the bottom in Methil Roads on Dec 7th 1942 after stated dragging anchor. The Chief Engineer stated that he knew of no damage so far as the Machinery was concerned. The Machinery and boilers were generally examined, steering gear tried under steam and no damage found. It is recommended that the propeller and outside fastenings of the sea connections be specially examined at the next dry docking.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel

(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, R.S. 9,11, R.&M.S. 9,11, & L.M.C. 9,11, or CS 3,34, 140 lb., F.D., &c.)

so far as now seen is in safe working condition and eligible in my opinion to remain as now classed subject to the propeller and outside fastenings of the sea connections being specially examined at the next dry docking.

Survey Fee (per Section 20) £ 3 3 0 Fees applied for 15-12-1942
Special Damage or Repair Fee (if any) (per Section 20.)
Travelling expenses (if chargeable) £

Committee's Minute *Deferred*

Assigned

H.B. Murray
Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

W1184-0006

Survey generally
examined after grounding
The survey commenced
an examination of
propeller & fastenings in
dry dock

Rebuilding action
be deferred.

SA
30/12/42



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