

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report Feb. 4, 1943 When handed in at Local Office Feb. 8, 1943 Port of New York
 No. in Survey held at New York Date, First Survey Feb. 3 Last Survey 1943
 Reg. Book 85337 on the Machinery of the ~~XXXXXX~~ S. S. "ZOUAVE" (No. of Visits 1)

Tonnage { Gross 4256 Vessel built at Burntisland By whom Burntisland S.B.Co., Ltd. Year. Month.
 Net 2627 Engines made at Glasgow (D. Rowan & Co., Ltd.) By whom D. Rowan & Co., Ltd. When 1930 1
 Nominal 351 Boilers, when made (Main) 1930 (Donkey) 1930
 Horse Power Owners Zinal S.S.Co., Ltd. Owners' Address -
 No. of Main Boilers 2 Managers Turner, Brightman & Co. Port London Voyage -
 No. of Donkey Boilers 1 Steam Pressure 200 If Surveyed Afloat or in Dry Dock Afloat
 in Main Boilers 100 (State name of Dock.) Particulars of Classification (which must be inserted
 in Donkey Boilers precisely as in Register Book & Supplements).

Last Report No. 2267 Port Cco

Particulars of Examination and Repairs (if any)

(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?

" " Donkey " " "

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.

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 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.

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

Is electric light and/or power fitted?

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.

Examined forward attached main feed pump barrel stated to have been damaged during handling.

FOUND: Flange for suction valve broken, recommended casting be repaired by pre-heating and welding.

NOW DONE: Pump barrel welded and tested to 300 lbs. hydrostatic pressure and proven tight.

General Observations, Opinion, and Recommendation:—

(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, B.E.M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

CS 3,34,

The machinery of this vessel is, in my opinion, in good condition and eligible to remain as classed without fresh record of survey, subject to forward attached feed pump barrel being renewed at the Owners' convenience.

Survey Fee (per Section 29) £ \$15.00

Special Damage or Repair Fee (if any) £ 1.00

(per Section 29.)

Travelling expenses (if chargeable) £ :

Fees applied for

Feb 8 1943

Received by me,

19

Committee's Minute

NEW YORK FEB 17 1943

Assigned Deferred for B.V.

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

W229-0020

Noted

Subsequent to this.

BA

24/4/43



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