

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 14 JAN 1930

Date of writing Report 13th Jan 1930 When handed in at Local Office 13th Jan 1930 Port of Leith

No. in Survey held at Burntisland Reg. Book. 43015 on the s/s "ZOUAVE" Date, First Survey 12th Nov 1929 Last Survey 9th Jan 1930 (Number of Visits 10)

Tons { Gross 4253.43 Net 2628.45

Built at Burntisland By whom built Burntisland S.B. Co Ltd Yard No. 158 When built 1930
Engines made at Glasgow By whom made D. Rowan & Co Ltd Engine No. 918 when made 1930
Boilers made at Glasgow By whom made D. Rowan & Co Ltd Boiler No. 918 when made 1930
Registered Horse Power Owners The Zinal Steamship Co Ltd Port belonging to London
Nom. Horse Power as per Rule 351 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes
Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke No. of Cylinders Revs. per minute No. of Cranks
Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted
Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted No 49905 Is the tube screw shaft fitted with a continuous liner
Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the propeller boss
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive
If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft
If so, state type Length of Bearing in Stern Bush next to and supporting propeller
Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet
Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Feed Pumps { No. and size Two - 8"x5"x8", 6"x4"x6" Pumps connected to the Main Bilge Line { No. and size One - 9"x12"x12" Duplex
How driven Duplex Steam driven How driven Steam driven
Ballast Pumps, No. and size One - 9"x12"x12" Lubricating Oil Pumps, including Spare Pump, No. and size
Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room Start 2-2 1/2" Port 1-2 1/2"
In Holds, &c. No 1 Hold: 2-3", No 2 Hold: 2-3 1/2", No 3 Hold: 2-3", No 4 Hold: 1 (bent) 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-4 1/2" fitted on port side Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes
Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes
Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Both
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Overboard Discharges above or below the deep water line above
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel yes Are the Blow Off Cocks fitted with a spigot and brass covering plate yes
What Pipes pass through the bunkers Bilge suction to fore holds How are they protected In the limbers
What pipes pass through the deep tanks Have they been tested as per Rule
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from Top platform

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers

Is Forced Draft fitted No. and Description of Boilers Working Pressure
IS A REPORT ON MAIN BOILERS NOW FORWARDED? No 49905
IS A DONKEY BOILER FITTED? Glasgow
If so, is a report now forwarded?
PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
(If not state date of approval)
Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— Two main bearing bolts; two top end bolts & nuts; two bottom end bolts & nuts; two sets of coupling bolts; one set of feed & bilge pump valves; 12 piston junk ring studs & nuts; 6 cylinder cover studs & nuts; HP piston rings & springs; one propeller; one propeller shaft; 1 doz. condenser tubes & ferrules; 6 plain boiler tubes; assorted bolts & nuts & iron.

Waterwood

The foregoing is a correct description,

Manufacturer.



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During progress of work in shops -- 1929 Nov. 12, 14, 18, 26, 30. Dec. 4, 13, 20, 1930 Jan. 8, 9.

Dates of Survey while building During erection on board vessel --

Total No. of visits 10.

Dates of Examination of principal parts—Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft Intermediate shafts

Tube shaft Screw shaft Propeller in place: 14-11-29

Stern tube in place 12-11-29 Engine and boiler seatings 18-11-29 Engines holding down bolts 13-12-29

Completion of fitting sea connections 14-11-29

Completion of pumping arrangements 8-1-30 Boilers fixed 13-12-29 Engines tried under steam 9-1-30

Main boiler safety valves adjusted 20-12-29 Thickness of adjusting washers Port 130 S.V. 1/32 P.V. 3/8 Star 201 S.V. 5/16 P.V. 1/32

Crank shaft material Identification Mark Thrust shaft material Identification Mark

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150°F. ✓

Have the requirements of the Rules for the use of oil as fuel been complied with ✓

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ✓ If so, have the requirements of the Rules been complied with ✓

Is this machinery duplicate of a previous case yes If so, state name of vessel 1/2 "Zitella"

General Remarks (State quality of workmanship, opinions as to class, &c.)

This Machinery has been efficiently fitted on board, the materials & workmanship being sound & good. On completion all safety valves were adjusted under steam, & the main & auxiliary machinery were tried at sea under working conditions, & were found satisfactory. In my opinion the machinery is in good order & condition, & is eligible to be classed in the Register Book with the notation of + L.M.C. 1-30 & T.S. C.L.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 1-30 C.L. F.D.

J.H. 15/1/30

The amount of Entry Fee ... £ : When applied for, 13. 1. 30

Special ... £ : When received, 25. 1. 30

Donkey Boiler Fee ... £ : 6. 0

Travelling Expenses (if any) ... £ : 1. 6. 0

John Houston
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 21 JAN 1930

Assigned

+ dmb. 1.30 Cl.



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CERTIFICATE WRITTEN

The Surveyors are requested not to write on or before the space for Committee's Minute.