

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 13th Jan 1930 When handed in at Local Office 13th Jan 1930 Port of Leith
 Received at London Office 14 JAN 1930
 No. in Survey held at Burntisland Date, First Survey 12th Nov 1929 Last Survey 9th Jan 1930
 Reg. Book. 43015 on the s/s "ZOUAVE" (Number of Visits 10)
 Built at Burntisland By whom built Burntisland S.B. Co Ltd. Yard No. 158 Tons { Gross 4253.43
 Engines made at Glasgow By whom made D. Rowan & Co Ltd. Engine No. 918 when made 1930 Net 2628.45
 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
 Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Mid. length thickness Thickness parallel to axis Thickness around eye-hole
 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 } shaft fitted with a continuous liner { screw }
 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 { No. and size One - 9"x12"x12" Duplex
 How driven Duplex Steam driven Main Bilge Line 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
 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 timbers
 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.

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

Dates of Survey while building
During progress of work in shops --
During erection on board vessel --
Total No. of visits

Dates of Examination of principal parts—Cylinders
Pistons
Crank shaft
Tube shaft
Stern tube in place
Completion of fitting sea connections
Completion of pumping arrangements
Main boiler safety valves adjusted
Crank shaft material
Intermediate shafts, material
Screw shaft, material
Is an installation fitted for burning oil fuel
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
Is this machinery duplicate of a previous case

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 + LMC 1-30 & T.S. C.L.

It is submitted that this vessel is eligible for THE RECORD. + LMC 1-30 CL. F.D.
J. H. 15/1/30

The amount of Entry Fee ... £
Special ... £
Donkey Boiler Fee ... £
Travelling Expenses (if any) ... £
Committee's Minute
Assigned

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