

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-4 DEC 1929

Date of writing Report 19 When handed in at Local Office 2. 12. 1929 Port of Glasgow
 No. in Survey held at Glasgow Reg. Book. 43015 on the S/s "Zouave"
 Date, First Survey 28. 5. 29 Last Survey 2-12-1929 (Number of Visits 33)
 Built at Burntisland By whom built Burntisland S.B. Co. Ltd. Yard No. 158 Tons { Gross Net
 When built 1929
 Engines made at Glasgow By whom made David Rowan & Co. Ltd. Engine No. 918 when made 1929
 Boilers made at Glasgow By whom made David Rowan & Co. Ltd. Boiler No. 918 when made 1929
 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 Electric Light fitted
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute
 Dia. of Cylinders 23-39.65 Length of Stroke 45 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 12.695 Crank pin dia. 13" Crank webs Mid. length breadth 18 1/2" Thickness parallel to axis 8 1/2"
 as fitted 12 3/4" Mid. length thickness 8 1/2" Thickness around eye-hole 5 3/4"
 Intermediate Shafts, diameter as per Rule 12.09 Thrust shaft, diameter at collars as per Rule 12.695
 as fitted 12 1/8" as fitted 12 3/4"
 Tube Shafts, diameter as per Rule 13.59 Screw Shaft, diameter as per Rule 13 1/4" Is the tube screw shaft fitted with a continuous liner? yes
 as fitted 13 1/4" as fitted 13 1/4"
 Bronze Liners, thickness in way of bushes as per Rule 7.13 Thickness between bushes as per Rule 5.35 Is the after end of the liner made watertight in the propeller boss yes
 as fitted 3/4" as fitted 1 1/2"
 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 yes
 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 no
 Length of Bearing in Stern Bush next to and supporting propeller 4-7"
 Propeller, dia. 18-0" Pitch 18-0" No. of Blades 4 Material Cast iron whether Moveable no Total Developed Surface 104.6 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 8 1/2" Stroke 24" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 24" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size Pumps connected to the { No. and size
 { How driven { Main Bilge Line { How driven
 Ballast Pumps, No. and size 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 Suctions, connected to both Main Bilge Pumps and Auxiliary
 In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges
 No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 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
 Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
 What Pipes pass through the bunkers How are they protected
 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
 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record (5)) Total Heating Surface of Boilers 4606 sq. ft.
 Is Forced Draft fitted yes No. and Description of Boilers 2SB Working Pressure 200
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes
 PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers — Donkey Boilers yes
 (If not state date of approval)
 Superheaters — General Pumping Arrangements no Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

For David Rowan & Co. Ltd.
Archd. N. Grierson.

Manufacturer.



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Lloyd's Register
Foundation

W229-0032

1929 May 28-30 June 14-22 29 Aug 19 Sep 6-11-17 18-25-26 Oct 3-4-7-15-21-22-25-28-29-30
During progress of work in shops -- *Wapash* 14-16-20 Dec 2
Dates of Survey while building
During erection on board vessel --
Total No. of visits 33

Dates of Examination of principal parts—Cylinders 3-10-29 Slides 30-10-29 Covers 15-10-29
Pistons 31-10-29 Piston Rods 5-11-29 Connecting rods 21-10-29
Crank shaft 22-10-29 Thrust shaft 25-10-29 Intermediate shafts 31-10-29
Tube shaft - Screw shaft 29-10-29 30-10-29 Propeller 9-10-29 30-10-29
Stern tube 1-11-29 Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material *Steel* Identification Mark *LLOYDS NO 5357 22-10-29* Thrust shaft material *Steel* Identification Mark *LLOYDS NO 5357 25-10-29*
Intermediate shafts, material *Steel* Identification Marks *LLOYDS NO 5357 22-10-29* Tube shaft, material *Steel* Identification Mark *LLOYDS NO 5357 25-10-29*
Screw shaft, material *Steel* Identification Mark *LLOYDS NO 5357 29-10-29* Steam Pipes, material *Steel* Test pressure 600 Date of Test 15-11-29

Is an installation fitted for burning oil fuel *no* Is the flash point of the oil to be used over 150°F. *no*
Have the requirements of the Rules for the use of oil as fuel been complied with *no*
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *no* If so, have the requirements of the Rules been complied with *no*
Is this machinery duplicate of a previous case *no* If so, state name of vessel *"Zitella"*

General Remarks (State quality of workmanship, opinions as to class, &c.)
The materials and workmanship are good.
The machinery has been constructed under special survey in accordance with the Rules. It has been sent to Burntisland to be fitted in the vessel

The amount of Entry Fee ... £ 5 : :
Special *£ 62-2-5* : :
Donkey Boiler Fee *£ 15-10-7* : :
Travelling Expenses (if any) £ : :
When applied for 3-DEC-1929
When received 1049/2 1930
Committee's Minute GLASGOW 3-DEC-1929
Assigned *Deferred.*

S. Schanis.
Engineer Surveyor to Lloyd's Register of Shipping.
TUE. 21 JAN 1930
See 26. dth. 17732
Lloyd's Register Foundation