

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

(Received at London Office

24 JUL 1942

Date of writing Report 30 - 4 - 19 42

When handed in at Local Office

19

Port of NEWCASTLE, N.S.W.,

No. in
eg. Book.

Survey held at Newcastle

Date, First Survey 16-4-42 Last Survey 16 - 4 - 19 42

on the Machinery of the Wood, Iron or Steel

S. S. "ZVIR"

(No. of Visits One)

Gross 5607
Net 3518

Vessel built at Port Glasgow

By whom Clyde S.B. & Eng. Co. Ltd.

Year. Month.

When 1926 7

Horse Power 468

Engines made at Port Glasgow

By whom Clyde S.B. & Eng. Co. Ltd. When 1926

of Main Boilers 3

Boilers, when made (Main) 1926

(Donkey) ✓

of Donkey Boilers

Owners Prekomorska Plovilaba D.D.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Susak

Voyage Overseas

Main Boilers 200

Managers

Donkey Boilers

If Surveyed Afloat or in Dry Dock Dry Dock - Walsh Island

(State name of Dock.)

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

st Report No. Port

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 ✓

a damage report made by anyone else? If so, by whom? ✓

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

" " Donkey " " " " ✓

was not done, state for what reasons? ✓

what parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

latest date of internal examination of each boiler. ✓

Present condition of funnel(s) ✓

the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

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

, and of the Donkey Boilers? ✓

the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

screw shaft now been drawn and examined? Yes

Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

shaft now been changed? No If so, state reasons ✓

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? ✓

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

3/32" full.

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

Is electric light and/or power fitted? ✓

did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

Survey is not complete, state what arrangements have been made for its completion and what remains to be done ✓

Screwshaft drawn and examined and found in good condition at ends of liner and elsewhere. Liner in good condition worn a max. of 1/4" on diam. in way of packing, hammer tested throughout and found tight on shaft. Screwshaft clearance in way of after bearing of stern tube 3/8" full, bottom half bearing re-wooded. All propeller blades slightly serrated.

ALSO NOW EXAMINED :- All sea connections and O.B. Discharges, opened up and examined and found or placed in good and efficient working order and condition, cover on ballast discharge pipe renewed. All grids off and together with spaces cleared, cleaned and coated.

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. 2.11, B.&M.S. 2.11, & L.M.C. 2.11, or R.L.M.C. 140 lb., F.D., &c.)

Eligible in my opinion to have record of Propeller Shaft seen 4.42 made in Register Book.

Fee (per Section 20) £ 3 : 3 : 0

for midnight attendance. 3 3 0

Additional Damage or Repair Fee (if any) £ :

(per Section 20.)

Printing expenses (if chargeable) £ :10 : 0

Fees applied for

20-4- 19 42

Received by me,

19

Committee's Minute

signed

As now

FRI. 28 AUG 1942

E. G. Hughes (act)

Engineer Surveyor to Lloyd's Register of Shipping.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W229-0049

Br. dw 742.
Docum.

It is submitted that
this vessel is eligible to
remain as CLASSED.

S. 442

Fin
S. 8. 42



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