

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 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)

Tonnage { Gross 5607
 Net 3518
 Vessel built at Port Glasgow By whom Clyde S.B. & Eng. Co. Ltd. When 1926 7
 Engines made at Port Glasgow By whom Clyde S.B. & Eng. Co. Ltd. When 1926
 Principal Power 468 Boilers, when made (Main) 1926 (Donkey) ✓
 of Main Boilers 3 Owners Prekomorska Plovidba D.D. Owners' Address ✓
 of Donkey Boilers Managers Port Susak Voyage Overseas
 Main Boilers 200 If Surveyed Afloat or in Dry Dock Dry Dock - Walsh Island
 Donkey Boilers - (State name of Dock.)

st Report No. Port

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and seriatim 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.

Where 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 ✓

Has 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? ✓

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

Where a survey 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) ✓

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 the 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

Has the shaft now been changed? No 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? ✓

Latest 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? ✓

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

Where a 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 replaced in good and efficient working order and condition, cover on ballast discharge pipe renewed. L 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. 9.11, B.&M.S. 9.11, L.M.C. 9.11, or R.L.M.C. 140 lb., R.D., &c.)

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

Survey Fee (per Section 29).....	£ 3 : 3 : 0	Fees applied for 20-4-19 42
For midnight attendance.....	3 3 0	
Special Damage or Repair Fee (if any).....	£ :	Received by me, 19
(per Section 29.)		
Printing expenses (if chargeable).....	£ :10 : 0	

FRI. 28 AUG 1942

Committee's Minute signed As now

E. G. Hughes (act)
Engineer Surveyor to Lloyd's Register of Shipping.



W229-0049

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

B. du 7.42.
Docum.

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

S. 1.42

Fin
S. 8. 42



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