

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 When handed in at Local Office 28. 11. 1927 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 22. 6. 27 Last Survey 23-11-1927
 Reg. Book. on the new steel S/S "ZAHRA". (Number of Visits 30)

Built at Glasgow By whom built Harland & Wolff Ltd Yard No. 811 G Tons } Gross 821
 } Net
 Engines made at Glasgow By whom made D & W Henderson & Co Ltd Engine No. 811 G when made 1927
 Boilers made at Glasgow By whom made D & W Henderson & Co Ltd Boiler No. 811 G when made 1927

Registered Horse Power Owners Vacuum Oil Co Port belonging to

Nom. Horse Power as per Rule 159 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended carrying oil in bulk

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 120

Dia. of Cylinders 16" 26" 42" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 8 1/2" 8" 00 as fitted 8 5/8" Crank pin dia. 8 5/8" Crank webs Mid. length breadth 13 3/8" Thickness parallel to axis 5 1/2"
 as fitted 8 5/8" Mid. length thickness 5 1/4" shrunk Thickness around eye-hole 3 3/32"

Intermediate Shafts, diameter as per Rule 7 1/2" as fitted none Thrust shaft, diameter at collars as per Rule 8 1/2" as fitted 8 5/8"

Tube Shafts, diameter as per Rule 8 1/2" as fitted 8 3/4" Is the screw shaft filled with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 5/8" as fitted 5/8" Thickness between bushes as per Rule 9/16" as fitted 9/16" Is the after end of the liner made watertight in the propeller boss yes

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 no

Length of Bearing in Stern Bush next to and supporting propeller 3' 0"

Propeller, dia. 9' 10" Pitch 10' 4" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 32541 sq. feet

Feed-Pumps worked from the Main Engines, No. none Diameter - Stroke - Can one be overhauled while the other is at work -

Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 13 1/2" Can one be overhauled while the other is at work yes

Feed Pumps No. and size one Weir's 5 7/8" x 12" stroke Pumps connected to the Main Bilge Line No. and size General-1 @ 7 1/2" x 4 1/2" x 10" Duplex How driven Steam Main Bilge Line How driven Steam Automatic Control for Feeding Tanks also with direct steam

Ballast Pumps, No. and size 1 @ 8 7/8" x 10" Duplex Lubricating Oil Pumps, including Spare Pump, No. and size none

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 1 @ 2 1/4" and 2 @ 2" also 2 @ 2" in cofferdam In Holds, &c. 1 @ 2" in oil tank

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 3" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 6"

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 none How are they protected -

What pipes pass through the deep tanks cargo pipes only Have they been tested as per Rule yes

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 none Is it fitted with a watertight door - worked from -

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 26080 sq ft

Is Forced Draft fitted yes No. and Description of Boilers two single ended Working Pressure 180

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? -

PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers - Donkey Boilers -

(If not state date of approval)

Superheaters - General Pumping Arrangements with ship report Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:— As per Rules and in addition:—

one screw shaft and one set of coupling bolts for same, one bronze propeller, one thrust shoe, one piston rod one set of piston rings for each piston, and the piston valve, one pair of bottom end 3 bushes, one pair of top end 3 bushes, one air pump rod and bucket, one valve spindle, one ahead guide shoe, one eccentric sheave and strap, one impeller for circulating pump and a full set of spares for all auxiliaries.

The foregoing is a correct description,
 For D & W HENDERSON & CO., LTD.

A. C. Patrick DIRECTOR

Manufacturer.



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