

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

4 JUN 1932

Date of writing Report

19

When handed in at Local Office

3 JUN 1932

Port of

NEWCASTLE-ON-TYNE

No. in Survey held at
Reg. Book.

Date, First Survey

9 Feb

Last Survey

24 May 1932

(Number of Visits

22)

on the

S.S. "ZENDA"

Gross 1415.64

Tons

Net 796.90

Built at Wallsend

By whom built Swan Hunter & Wigham Richardson Ltd.

Yard No. 1477

When built 1932

Engines made at Newcastle-on-Tyne

By whom made

Engine No. 1428

When made 1932

Boilers made at

By whom made

Boiler No. 1428

When made 1932

Registered Horse Power

Owners The Zenda Shipping Co Ltd.

Port belonging to Newcastle

Nom. Horse Power as per Rule

128

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

YES

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines TRIPLE EXPANSION, INVERTED, DIRECT ACTING, STEAM

Revs. per minute 96

Dia. of Cylinders 15 1/2", 25", 40"

Length of Stroke 33"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 8.4"

as fitted 8.5"

Crank pin dia. 8 1/2"

Crank webs

Mid. length breadth 12"

shrunk

Thickness parallel to axis 5 1/4"

Mid. length thickness 5 1/4"

Thickness around eye-hole 3 1/16"

Intermediate Shafts, diameter

as per Rule 7.99"

as fitted 8"

Thrust shaft, diameter at collars

as per Rule 8.4"

as fitted 8.5"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 8.97"

as fitted 9"

Is the tube

screw

shaft fitted with a continuous liner

YES

Bronze Liners, thickness in way of bushes

as per Rule 57"

as fitted 19"

Thickness between bushes

as per Rule 4.27"

as fitted 17"

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

YES

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

YES

Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft No

If so, state type

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

Propeller, dia. 11' 9"

Pitch 10' 9"

No. of Blades 4

Material C.I.

whether Movable

No

Total Developed Surface 45

sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 2 1/4"

Stroke 17"

Can one be overhauled while the other is at work

YES

Bilge Pumps worked from the Main Engines, No. 2

Diameter 2 1/2"

Stroke 17"

Can one be overhauled while the other is at work

YES

Feed Pumps No. and size one @ 6" x 4" x 6"

How driven

STEAM

Pumps connected to the

No. and size one @ 7" x 7" x 7"

ALSO MAIN ENG. PUMPS

Main Bilge Line

How driven

STEAM

Ballast Pumps, No. and size one @ 7" x 7" x 7"

Lubricating Oil Pumps, including Spare Pump, No. and size

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 3 @ 2 1/2"

In Pump Room TUNNEL WELL—1 @ 2 1/2"

In Holds, &c. 1 @ 3" HOLD WELL, 2 @ 2 1/2" No. 3 HOLD, 2 @ 3" No. 2, HOLD

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 @ 3 1/2"

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

BELOW

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

What Pipes pass through the bunkers

No. 2 Bilge Suction

How are they protected

WOOD CASINGS

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 UPPER DECK

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

2358

Is Forced Draft fitted

No

No. and Description of Boilers Two SINGLE ENDED

Working Pressure 180 LBS

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

YES

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

YES

Is the donkey boiler intended to be used for domestic purposes only

YES

PLANS.

Are approved plans forwarded herewith for Shafting

YES

Main Boilers

YES

Auxiliary Boilers

YES

Donkey Boilers

YES

(If not state date of approval)

Superheaters

General Pumping Arrangements

YES

Oil fuel Burning Piping Arrangements

YES

SPARE GEAR.

Has the spare gear required by the Rules been supplied

YES

State the principal additional spare gear supplied

C.I. propeller, 1 bottom end and top end connecting rod bearing, 6 boiler tubes.

The foregoing is a correct description,

SWAN, HUNTER & WIGHAM RICHARDSON, LTD.

G. F. Sweeney

DIRECTOR

Manufacturer.



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Lloyd's Register
Foundation

005397-005402-0170

NOTE.—The words which do not apply should be deleted.

Im. 130, T.

Dates of Survey while building
During progress of work in shops - - 1932
Feb. 9. 25. Mar. 15. 16. 18. 23. 24. 30. 31. Apr. 5. 15. 18. 19. 22. 25. May 3. 12. 13.
During erection on board vessel - - - 18. 19. 20. 24.
Total No. of visits 22

Dates of Examination of principal parts—Cylinders 25/3/32, 23/3/32, 24/3/32 Slides 25/3/32 Covers 23/3/32
Pistons 12/4/32 Piston Rods 12/4/32 Connecting rods 12/4/32
Crank shaft 24/3/32 Thrust shaft 12/4/32 Intermediate shafts 23/3/32, 22/4/32
Tube shaft ✓ Screw shaft 23/3/32 Propeller 25/4/32
Stern tube 16/4/32, 25/4/32 Engine and boiler seatings 25/4/32 Engines holding down bolts 13/5/32, 18/5/32
Completion of fitting sea connections 25/4/32
Completion of pumping arrangements 18/5/32 Boilers fixed 12/5/32 Engines tried under steam 19/5/32, 24/5/32
Main boiler safety valves adjusted 19/5/32 Thickness of adjusting washers P.B. PV. 17/32 SV. 11/32 S.B. PV. 5/16 SV. 5/16
Crank shaft material STEEL Identification Mark 1488, 24/3/32 T.N. Thrust shaft material STEEL Identification Mark 312 M.A.B. 19/3/32
Intermediate shafts, material STEEL Identification Marks 337 M.A.B. 4/3/32 Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material STEEL Identification Mark 322 M.A.B. 25/3/32 Steam Pipes, material STEEL Test pressure 540 LBS. Date of Test 25/4/32
Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. ✓
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 ✓ If so, have the requirements of the Rules been complied with ✓
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
Is this machinery duplicate of a previous case YES If so, state name of vessel "MOYRA"

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under Special Survey, the materials and workmanship are good.
The machinery is eligible, in my opinion, to have records + L.M.C. 5-32, T.S. C.L. noted in Register Book.

Certificate to be sent to Newcastle-on-Tyne
The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 3 : 0
Special ... £ 32 : 0
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ :
When applied for, 8 JUN 1932
When received, 7/6/1932

Thomas Napier
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned
+ L.M.C. 5.32
CERTIFICATE WRITTEN C.L.