

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. on the S.S. "ZENDA" Date, First Survey 9 Feb Last Survey 24 May 1932 (Number of Visits 22)

Built at Wallsend By whom built Swan Hunter & Wigham Richardson Ltd. Yard No. 1477 Tons } Gross 1415.64 Net 796.90 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" Mid. length thickness 5 1/4" Thickness parallel to axis 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 lube screw shaft fitted with a continuous liner YES

Bronze Liners, thickness in way of bushes as per Rule 57" as fitted 19" / 32" Thickness between bushes as per Rule 4.27" as fitted 17" / 32" 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 YES 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" Pumps connected to the Main Bilge Line No. and size one @ 7" x 7" x 7" ALSO MAIN ENC. PUMPS How driven STEAM How driven STEAM

Ballast Pumps, No. and size one @ 7" x 7" x 7" Lubricating Oil Pumps, including Spare Pump, No. and size YES

Are two independent means arranged for circulating water through the Oil Cooler YES Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3 @ 2 1/2" In Holds, &c. 1 @ 3" AFFHOLD 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 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 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 sq. ft.

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 YES 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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Foundation

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

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 25/2/32, 23/3/32, 24/3/32 Slides 23/3/32 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. $\frac{17}{32}$ " SV. $\frac{11}{32}$ " S.B. PV. $\frac{5}{16}$ " SV. $\frac{5}{16}$ "
 Crank shaft material STEEL Identification Mark 1486, 24/3/32 Th. Thrust shaft material STEEL Identification Mark 312 M.A.B. 19/2/32
 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. 25/1/32 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 FRI. 10 JUN 1932
 Assigned + L.M.C. 5.32
 CERTIFICATE WRITTEN C.L.

