

No. 126377

# PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

17 JAN 1948

Writing Report. 31<sup>st</sup> Dec 1947 When handed in at Local Office 31<sup>st</sup> Dec 1947 Port of LIVERPOOL.  
 Survey held at Liverpool. Date. First Survey 1/12/47 Last Survey 29/12/47  
 on the Machinery of the ~~Woolwich~~ Steel "ZENITH". (No. of Visits 10)

Gross 3072 Vessel built at Landskrona. By whom Oresundsvarvet Akt. Year. Month.  
 Net 1758 Engines made at Cpn. By whom Akt. Burmeister & Wain When 1938  
 Boilers, when made (Main) (Donkey)  
 Owners Elders & Fyffes, Ltd., Owners' Address  
 Managers - (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock Stollbridge Lock Port London. Voyage  
 (State name of Dock.) Jarston.

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
Examined IR 11,46		Oil Engine.
11,46.		TS CL 8,45.
		RML
		OIL ENGINES
		CONTINUOUS SURVEY

Port No. Port

of Examination and Repairs (if any) C.S.

ys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly the end of the report. State also the dates and initials of any letters respecting this case.

es where the Surveyor has not made a special damage report he is required to state whether he offered his for this purpose, and why they were declined. No damage reported.

report made by anyone else? If so, by whom? No.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? None

Donkey

None

for what reasons

What parts of the Boilers could not be thus thoroughly examined?

means, in the absence of internal examination, were adopted by the to assure himself of the thorough efficiency of those parts of each Boiler?

ate of internal examination of each boiler.

Present condition of funnel (s) Efficient

Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Shaft now been drawn and examined? No

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

How been changed? If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

Is electric light and/or power fitted? Yes

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

No

ation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

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

Now Done

The following machinery now examined for C.S.:-

Main engine

Nos 1, 2, & 4, cylinders, covers, pistons, valves and valve gears, gudgeon pins and bushes, connecting rods, crankpins and their bearings.

Auxiliary machinery

Starboard aft diesel generator engine in its entirety.

Port forward generator engine blower gears and casing.

Pumping Arrangements See attached London letter dated 2 Dec 47.

Pumping arrangements verified and found in accordance with plans as such as Fuel Oil Arrangements. could be accepted

Fuel oil tanks and control valves checked with Rule Requirements. It was pointed out that the Starboard settling tank required to be fitted with a

Observations, Opinion, and Recommendation:-

The machinery of this vessel where now

to 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, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

is eligible in my opinion to remain as now classed in the Register Book with fresh record of L.M.C. C.S. (with date) upon completion; subject to repaired fuel oil blocks being specially examined next docking (and without special condition No 5 cylinder cover.) and star generator engine crankshaft being specially examined by 6.48 (6 months limit)

Fee (per Section 29)

Fees applied for 31 DEC 1947

Damage or Repair Fee (if any)

£ 10 10 0

Received by me,

ing expenses (if chargeable)

ENCE CASE.

tee's Minute

ed

As now

Subject.

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register  
Foundation

004881-004886-0261 1/2

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

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



M. V. ZENTE.

gutterway. It was stated by the Owners Superintendent that this would be attended to upon the vessel's return to the United Kingdom.

In reference to London enquiry, there is no donkey boiler fitted in this vessel.

Repairs Wear & Tear.

Main Engine.

Nº1 cylinder gudgeon pin bush and gudgeon pin renewed.

Nº4 cylinder gudgeon pin bush renewed.  
Spare bushes re-metalled.

Auxiliary Machinery.

Starboard aft diesel generator engine crankshaft. Aft journal was found to be twisted in web. This was re-secured by welding, journal afterwards being annealed. One main bearing re-metalled at this time. It is recommended that the crankshaft be specially examined by the end of 6.48 (6 months limit).

S.R.L.

It was stated that main engine Nº5 cylinder head was renewed by Ship's Engineer during voyage. This was examined and found satisfactory and may now be deleted from the Special Reasons List.

License checked and work verified aboard.

J. M. H. Williams