

Awning or Shelter Deck, or Pt. Awning Deck.

STEEL STEAMER.

No. 28197.

Port of Sunderland Date of completion of Report 14th November 1921 Received at London Office TUE. 15 NOV. 1921
Survey held at Sunderland Date, First Survey 1st March 1920 Last Survey 10th November 1921
On the (State if Single, Twin, or Triple Screw) Steamer ZENON Rig Schooner

TONNAGE under { 4928.23
Tonnage Deck...
Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk.
Total under Upper Dk. 134.54
Do. of Poop 21.54
Do. of Forecastle 249.96
Do. of Bridge Houses 12.84
Do. of Forecastle Side Houses 12.76
Do. of Houses on Deck 12.76
Do. of excess of Hatchways 6.09
Do. above Crown of Engine Room 6.09
Gross Tonnage 5349.02
Less Crew Space 286.46
Less above Crown of Engine Room
TONNAGE FOR FEES... 1421.29
Less Engine Room
Less Navigation Spaces
Other deductions 142.32
Register Tonnage { 3198.95
as cut on Beam....

CLASS 7-100 A-1. Shelter dk with fld
with tonnage openings 54.67
Breadth (greatest moulded) 54.67
Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck 37.25
Deduct height of 'tween deck when this does not exceed 8ft. 8.00
Transverse Number 83.92
Length on deck from fore part of stem to after part of sternpost 425.00
Longitudinal Number 35666
Depth "d" at middle of length. See Secs. 2 & 13... 16.87
Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel 11.46
" " " Upper Deck at side to top of keel 14.65
Destined Voyage ✓

Master ✓
Year of Appointment { (1) As Master in service of owner of present vessel - 19
(2) As Master of this vessel - 19
Built at Sunderland
When built 1921 Launched 23rd Feb 1921
By whom built The Sunderland S. B. Co
Owners Messrs Cie de Navigation Dordogne
Managers
(Where necessary to be entered in Reg. Book.)
Residence Paris
Port belonging to La Rochelle
If Surveyed while Building, Afloat, or in Dry Dock ✓ For docking please see true report.

LENGTH on Deck as per Rule	Ft.	Ins.	BREADTH Moulded	Ft.	Ins.	DEPTH, ACTUAL Do.	Ft.	Ins.	No. of Decks with flat laid	No. of Tiers of Beams
425	0		54	8		37	25		3	3
Dimensions of Ship per Register, Length 425.0 breadth 55.0 depth 26.6 Upper Deck. Moulded depth, ft. 37 ins. 3 To Awning or Shelter Dk. Round up of Uppermost Dk. Beam, Actual 13 1/4 ins.										

FRAMING.						PILLARS.					
FRAME, Angles, or E or L Bars, amidships						PILLARS, In 'tween Deck, size and spacing					
Do. in peaks	9 1/2	3 1/2	54	9 1/2	3 1/2	8 x 44 and 6 1/2 x 40	8 x 44	6 1/2 x 40	8 x 44	6 1/2 x 40	8 x 44
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	42	3 1/2	3 1/2	12 x 54 and 10 x 50	12 x 54	10 x 50	12 x 54	10 x 50	12 x 54
" " at intermdt. Bkts.						18 x 64 and 15 x 60	18 x 64	15 x 60	18 x 64	15 x 60	18 x 64
Spacing of Frames from centre to centre amidships	26		26		26						
" length to collision bulkhead	22	4	24	24	24						
" of Frames from centre to centre in peaks											
REVERSED FRAME, Angles	3 1/2	3 1/2	42	3 1/2	3 1/2						
Do. in way of Double bottoms at Solid Floors											
" " at intermdt. Bkts.											
FRAMING, depth of girder	9 1/2		9 1/2		9 1/2						
LOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships											
" in way of Engine and Boiler spaces											
" thickness at the ends of vessel											
" depth at 1/2 the half-bdth. as per Rule											
" height extended at the Bilges											
LOORS, in Cell Double Bottoms	40		40		40						
" state if flanged (top and bottom)	No		No		No						
" spacing of Solid	26		26		26						
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss	44	x	52	44	x	52					
" " Angles, Top	4 1/2	4 1/2	60	4 1/2	4 1/2	60					
" " Bottom	4 1/2	4 1/2	60	4 1/2	4 1/2	60					
" " to Floors	5	5	56	5	5	56					
" Brackets at intermdt. frmg., wdth & thcknss											
DE GIRDERS, number and thickness	40		40		40						
" state if flanged (top & bottom)	No		No		No						
Angles	3 1/2	3 1/2	42	3 1/2	3 1/2	42					
RGIN PLATE, depth (exclusive of flange) and thickness	49 1/2		48	49 1/2		48					
" Angles to outside plating	4	4	48	4	4	48					
" " to floors	3 1/2	3 1/2	42	3 1/2	3 1/2	42					
" Brackets at intermdt. frmg., wdth & thcknss											
Height of Brackets above at bilge	26		26		26						
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	54	x	50	44	x	52					
" thickness in Engine and Boiler space	66	and	50	56	and	50					
" Remainder in Holds	40	to	36	40	to	36					
IS, Awning or Shlitr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	8	3	44	8	3	44					
Spacing	26		26		26						
IS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	8 1/2	3	44	8 1/2	3	44					
Spacing	26		26		26						
IS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	9	3	52	9	3	52					
Angles on upper edge											
Spacing	26		26		26						
S, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel											
Angles on upper edge											
Spacing											
S, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel											
Angles on upper edge											
Spacing											
AMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel											
Angles on upper edge											
Spacing											

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Lloyd's Register Foundation

Form No. 1B

Survivors are requested not to write on or

IS A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:— 2 top & 2 bottom end and 2 main bearing bolts & nuts. One set of coupling bolts & nuts. 4 helge pump valves. One set of Lockwood & Carlisle Rings for each cylinder and for the H.P. slide valve. 180 bolts & nuts assorted. 2 cut of iron plate. 1 cut of iron bars & sundry other parts.

One propeller shaft, 2 bronze propeller blades, 3 crank shaft & HP. valve spindle, piston rod & nut. Eccentric rod, air pump rod, bucket & nut. Eccentric sheave & strap complete. 1 pair of crank pin bearings, a crosshead bearing & guide shoe for one engine.

The foregoing is a correct description,

THE NORTH EASTERN MARINE ENGINEERING CO., LTD.

J. J. Harrison

Secretary

Manufacturer.

Dates of Survey while building { During progress of work in shops -- 1919 Jan 24-25-26-28 Dec 17-18-19-24-1920 Jan 5-6-9-13-15 Sept 24-30 Oct 8-11 Jan 1-18-24-26 Dec 7-9-10-13-16-17-29-30
During erection on board vessel -- 1921 Jan 13-20-21-25-27-28 Feb 9-14-20 March 3-9-7-14-18-23-24 April 19
Total No. of visits 70

Is the approved plan of main boiler forwarded herewith

Yes

Dates of Examination of principal parts—Cylinders 21.1.21 Slides 21.1.21 Covers 30.12.20 Pistons 13.1.21 Rods 22.2.21
Connecting rods 4.3.21 Crank shaft 6.10.20 Thrust shaft 13.1.20 Tunnel shafts 17.12.20 Screw shaft 9.12.20 Propeller 28.2.21
Stern tube 29.12.20 Steam pipes tested 7.12.20 Engine and boiler seatings 11.5.21 Engines holding down bolts 11.5.21
Completion of pumping arrangements 2-11-21 Boilers fixed 11.5.21 Engines tried under steam 16-6-21
Completion of fitting sea connections 23-2-21 Stern tube 23-2-21 Screw shaft and propeller 13-4-21
Main boiler safety valves adjusted 16-6-21 Thickness of adjusting washers PORT 3/8" 5/16" CENTRE 3/8" 5/16" STARBOARD 3/8" 5/16" FORWARD 3/8" 5/16"
Material of Crank shaft steel Identification Mark on Do. 6.10.20 Material of Thrust shaft steel Identification Mark on Do. TF.1.20
Material of Tunnel shafts steel Identification Marks on Do. 17.12.20 CHS Material of Screw shafts steel Identification Marks on Do. CHS.19.20
Material of Steam Pipes S. J. Copper Test pressure 400 lb/sq. in.

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 Section 49 of the Rules been complied with

Is this machinery duplicate of a previous case

no

If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. This vessel's machinery has been surveyed during construction, and the materials and workmanship are good, and in accordance with the rules requirements & the approved plans. The Engines & boilers were fitted in place & bolted down, and the vessel has been towed to Sunderland where the survey will be completed & the usual steam trial held. On completion the machinery will be eligible in our opinion to be classed + L.M.C. with date.

SUNDERLAND

Survey complete.

The machinery is eligible in our opinion for classification and the record + L.M.C. 11.21

It is submitted that this vessel is eligible for THE RECORD.

+ L.M.C. - 11.21

C.L.

The amount of Entry Fee ... £ 6 :

Special ... £ 106 :

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ :

When applied for,

May 28th 1921

When received,

24/6/1921

Thames Nelson & Co.

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 29 NOV. 1921

Committee's Minute

TUE. 22 NOV. 1921

Assigned

+ L.M.C. 11.21

CERTIFICATE



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