

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 17 JUL 1930 JUN 1930

Date of writing Report 4-6-1930 When handed in at Local Office 19 Port of Rotterdam

No. in Survey held at Krimpen De Yssel Date, First Survey 14-5-30 Last Survey 27-5-1930
 Reg. Book. " (Number of Visits 5)

on the Steel screw steamer "PENDOP" Tons Gross Net

Built at Krimpen De Yssel By whom built C. W. Giesingh Konink. Scheepvaerwen. Yard No. 609 When built 1930

Engines made at Wallsend on Tyne By whom made North Eastern Marine Eng. Co. Engine No. ✓ when made ✓

Boilers made at So By whom made So Boiler No. ✓ when made ✓

Registered Horse Power ✓ Owners Red. Koloniale Petroleum Maatsch. f. Port belonging to den Haag

Nom. Horse Power as per Rule ✓ Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted Yes

Trade for which Vessel is intended ✓

ENGINES, &c.—Description of Engines ✓ Revs. per minute ✓

Dia. of Cylinders ✓ Length of Stroke ✓ No. of Cylinders ✓ No. of Cranks ✓

Crank shaft, dia. of journals as per Rule Crank pin dia. ✓ Crank webs Mid. length breadth shrink Thickness parallel to axis
as fitted Mid. length thickness Thickness around eye-hole

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
as fitted as fitted

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner ✓
as fitted as fitted screw

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
as fitted as fitted propeller boss ✓ 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 ✓ Length of Bearing in Stern Bush next to and supporting propeller ✓

Propeller, dia. ✓ Pitch ✓ No. of Blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ sq. feet ✓

Feed Pumps worked from the Main Engines, No. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓

Bilge Pumps worked from the Main Engines, No. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓

Feed Pumps No. and size ✓ Pumps connected to the No. and size ✓
How driven ✓ Main Bilge Line How driven ✓

Ballast Pumps, No. and size ✓ 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 not yet fitted

In Holds, &c. in main pump room 2' 6" low. pump room 1' 4" in Cofferdam pass. 1' 4" ✓
deep tank pass. 1' 4" low. cargo hold pass. 1' 4" fore peak 1' 4" and deck above peak 1' 4" ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size ✓ Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size ✓ Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes ✓

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 ✓

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 stowhold 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 ✓ How are they protected ✓

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 ✓

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 ✓ Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓

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

Is Forced Draft fitted ✓ No. and Description of Boilers ✓ Working Pressure ✓

IS A REPORT ON MAIN BOILERS NOW FORWARDED? ✓

IS A DONKEY BOILER FITTED? ✓ If so, is a report now forwarded? ✓

PLANS. Are approved plans forwarded herewith for Shafting ✓ Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)

Superheaters ✓ General Pumping Arrangements ✓ Oil fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



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W1056-0178

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

05928.4

During progress of work in shops - -
 Dates of Survey while building { 14-16-20-22-24 / -5-30
 During erection on board vessel - - -
 Total No. of visits 5

Date of writing

No. in Ser. Reg. Book.

Master

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Boilers ma

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Is a Report also sent on the Heat of the Ship?

[2m.12.28.- Copyable Ink.]

Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓
 Pistons ✓ Piston Rods ✓ Connecting rods ✓
 Crank shaft ✓ Thrust shaft ✓ Intermediate shafts ✓
 Tube shaft ✓ Screw shaft ✓ Propeller ✓
 Stern tube ✓ Engine and boiler seatings ✓ Engines holding down bolts ✓
 Completion of fitting sea connections 16-5-30
 Completion of pumping arrangements Boilers fixed ✓ Engines tried under steam ✓
 Main boiler safety valves adjusted ✓ Thickness of adjusting washers ✓
 Crank shaft material ✓ Identification Mark ✓ Thrust shaft material ✓ Identification Mark ✓
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material ✓ Identification Mark ✓ Steam Pipes, material ✓ Test pressure ✓ Date of Test ✓
 Is an installation fitted for burning oil fuel ✓ 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 ✓
 Is this machinery duplicate of a previous case ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)

The fitting of seaconnections and valves have been examined and found in order.
 Cargo pipe line fitted as per approved plans, tested and found in order.
 Pumping arrangements in pumprooms, deep tank and cofferdam fitted as approved.
 Heating coils in bunkers and tanks under bunkers tested and found tight.
 This vessel has been towed to New Castle, where the engine and boilers will be fitted.

Certificate to be sent to

The amount of Entry Fee ... £ : :
 Special ... £ f 100.00
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ f 15.00

When applied for, 4/6 1930
 When received, 11-8-30

J. H. Bourne
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 22 JUL 1930

Assigned

See Rot. J.E. 19474



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