

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 JUL 1930

Date of writing Report

When handed in at Local Office

15/7/1930 Port of

Newcastle-on-Tyne

No. in Survey held at
Reg. Book.Hallsend-on-Tyne
New Steel S.S. "Pendopo"

Date, First Survey

13 Feb

Last Survey

8-4-

1930

(Number of Visits 36)

Built at

Yssel

By whom built

C. van der Giesen & Zonen

Yard No.

609

Tons

When built

1930

Engines made at

Hallsend

By whom made

North Eastern Marine & Cold

Engine No.

when made

1930

Boilers made at

Hallsend

By whom made

North Eastern Marine & Cold

Boiler No.

when made

1930

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule

548

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

yes

Trade for which Vessel is intended

Carrying petroleum in bulk. Ocean going.

ENGINES, &c.—Description of Engines

Triple expansion

Revs. per minute

95

Dia. of Cylinders

25" x 42" x 13"

Length of Stroke

48"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule

14.34

Crank pin dia.

14.58

Crank webs

Mid. length breadth

2-1"

Thick. parallel to axis

9"

Intermediate Shafts, diameter

as per Rule

13.66

as fitted

13.8

Thrust shaft, diameter at collars

as per Rule

14.34

as fitted

14.58

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

15.18

as fitted

15.2

Is the shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

15.16

Thickness between bushes

as per Rule

as fitted

15.64

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

Length of Bearing in Stern Bush next to and supporting propeller

5-3"

Propeller, dia.

14-6"

Pitch

18-10"

No. of Blades

4

Material

Bronze

whether Moveable

yes

Total Developed Surface

98

sq. feet

Feed Pumps worked from the Main Engines, No.

none

Diameter

Stroke

Can one be overhauled while the other is at work

yes

Bilge Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

yes

Feed

Pumps

No. and size

2 @ 8 x 10 1/2 x 22 + 1 @ 8 x 10 1/2 x 22"

Pumps connected to the

Main Bilge Line

No. and size

3 @ 9 x 6 x 10"

How driven

Steam

How driven

Steam

Ballast Pumps, No. and size

1 @ 9 x 6 x 10"

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

none

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

2 @ 3" E.R.

3 @ 3" stokehold

1 @ 3" aft well.

In Holds, &c.

Carrying petroleum in bulk. See Rotterdam report.

Main Water Circulating Pump Direct Bilge Suctions, No. and size

1 @ 10"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1 @ 4"

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 pipe 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

yes

What Pipes pass through the bunkers

none

How are they protected

yes

What pipes pass through the deep tanks

none

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

none

Is it fitted with a watertight door

yes

worked from

yes

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

4665

Is Forced Draft fitted

yes

No. and Description of Boilers

Three single ended.

Working Pressure

225 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

yes

IS A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

yes

PLANS.

Are approved plans forwarded herewith for Shafting

no

Main Boilers

yes

Auxiliary Boilers

yes

Donkey Boilers

yes

Superheaters

none

General Pumping Arrangements

yes

Oil fuel Burning Piping Arrangements

yes

SPARE GEAR. State the articles supplied:—

one propeller shaft, 2 propeller blades 1 set studs & nuts for
 one propeller blade 1 top & bottom bearing, 1 slide rod, 1 set HP & MP piston rod packing.
 1 set coach springs for HP & MP piston 1 set HP piston & packing 1 set ahead thrust pads.
 2 sets each bolts & nuts for top & bottom ends & main bearings 1 set coupling bolts & nuts.
 12 junk pin bolts 1 ecc. strap, 6 cyl. cover studs & nuts for each size 1 spring each size.
 3 main & aux. check valve lids, 3 steam & blow down valve lids & safety valve springs.
 2 main & aux. check valve spindles, 1 steam & blow down valve spindles.
 1 set feed & bilge valves. Complete set spares for all pumps including oil fuel
 & transfer pumps. etc. Quantity of assorted bolts nuts & iron.

THE NORTH EASTERN MARINE ENGINEERING CO., LTD.

The foregoing is a correct description.

SECRETARY.

Manufacturer.



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Lloyd's Register
Foundation

W1056-0177

1930
 Feb. 13. 19. Mar. 20. 25. Apr. 4. 9. 11. 25. May 7. 13. 14. 15. 16. 19. 21. 22. 26. 27. 28. 29. 30.
 June 3. 4. 6. 7. 10. 11. 12. 16. 17. 19. 20. 23. 30. July 4. 8.
 Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits 36.

Dates of Examination of principal parts—Cylinders 26-5-30 Slides 8-5-30 Covers 26-5-30.
 Pistons 8-5-30 Piston Rods 24-5-30 Connecting rods 24-5-30
 Crank shaft 4-5-30 Thrust shaft 8-5-30 Intermediate shafts 4-5-30
 Tube shaft ✓ Screw shaft 28-5-30 Propeller 29-5-30
 Stern tube 15-5-30 Engine and boiler seatings see Rotterdam report Engines holding down bolts 23-6-30.
 Completion of fitting sea connections see Rotterdam Report.
 Completion of pumping arrangements 4-4-30. Boilers fixed 30-6-30. Engines tried under steam 4-4-30
 Main boiler safety valves adjusted 4-4-30. Thickness of adjusting washers P.B. P+S 3/8", C.B. P+S 1/2", S.B. P 1 1/2" S 1/2"
 Crank shaft material O.H. Steel Identification Mark 2433 W.B. Thrust shaft material O.H. Steel Identification Mark 3358 W.B.
 Intermediate shafts, material O.H. Steel Identification Marks 3358 R.W.F. Tube shaft, material ✓ Identification Mark ✓
 Screw shafts, material O.H. Steel Identification Mark 3405 R.W.F. Steam Pipes, material S.D. Steel Test pressure 6 1/2 lbs Date of Test 11-6-30 to 23-6-30
 Is an installation fitted for burning oil fuel yes. Is the flash point of the oil to be used over 150° F. yes.
 Have the requirements of the Rules for carrying and burning oil fuel been complied with yes.
 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.)
 The Machinery of this vessel has been built under Special Survey. Materials & workmanship good. Hydraulic tests satisfactory. The whole of the machinery has been efficiently installed and fixed in place and tried under steam & is in good & safe working condition and eligible in my opinion to be classed and have records. ✕ L.M.C. 7.30. Yail shaft C.L. Yotted for oil fuel 4-30. Flash Point above 150° F. in the Register Book.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 7.30 C-L F.D
 Fitted for oil fuel (7.30) F.P. above 150° F.

W. J. 18/7/30.

The amount of Entry Fee ... £ 6 - - - When applied for, 16 JUL 1930
 Special ... £ 102 : 8 0 :
 Donkey Boiler Fee ... £ ✓ :
 Travelling Expenses (if any) £ ✓ : 22.7.30

William Dukes.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 22 JUL 1930

Assigned + L.M.C. 7.30 C-L F.D.
 Fitted for oil fuel 7.30 F.P. above 150° F.
 (see Rot. 38 19474)

Rpt. 4
 Date of
 No. in
 Reg. Bo
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 NOTE.—The words which do not apply should be deleted.
 Im. 17. T.