

Rpt. 4.

Newcastle-on-Tyne No. 85970

No. 19474

## 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

Port of Rotterdam

No. in Survey held at Krimpen Ta Yssel  
Reg. Book.Date, First Survey 14-5-30 Last Survey 24-5-1930  
(Number of Visits 5)

on the

Steel screw steamer PENDOP

Tons Gross

Net

When built 1930.

Built at Krimpen Ta Yssel

By whom built

C. W. Giesingh Looens Schepaarsweien

Yard No. 609

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. 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

Dia. of Cylinders	Length of Stroke	No. of Cylinders	No. of Cranks	Revs. per minute
as per Rule	Crank pin dia.	Mid. length breadth	Thickness parallel to axis	
as fitted	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	as fitted	as fitted	
Tube Shafts, diameter	as per Rule	Screw Shaft, diameter	as per Rule	
as fitted	as fitted	as fitted	as fitted	
Bronze Liners, thickness in way of bushes	as per Rule	Thickness between bushes	as per Rule	
as fitted	as fitted	as fitted	as fitted	
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 Main Bilge Line	No. and size	How driven
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				
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				
Are they fixed sufficiently high on the ship's side to be seen without lifting the stowhold plates				
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel				
What Pipes pass through the bunkers				
What pipes pass through the deep tanks				
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, &amp;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

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

If not, state whether, and when, one will be sent?

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

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



05228.4

Dates of Survey while building

During progress of work in shops - - - 14-16-20-22-24-5-30

During erection on board vessel - - -

Total No. of visits 5

Date of writing

No. in Reg. Book.

Master

Engines made

Boilers made

Nominal H

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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.

The amount of Entry Fee ... £ : : When applied for, 4/6 19/10

Special ... £ f 100.00

Donkey Boiler Fee ... £ : : When received, 11.8.30

Travelling Expenses (if any) £ f 15.00

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

TUE. 22 JUL 1930

See Rot. J.E. 19474



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