

REPORT ON OIL ENGINE MACHINERY.

No. 36631 B

Received at London Office

110 AUG 1953

Date of writing Report 14-6-1953 When handed in at Local Office

19

Port of Rotterdam

No. in Survey held at Hendrik Loo Ambacht Date, First Survey 15-12-52 Last Survey 22-5-1953

Reg. Book. Number of Visits 2

Single on the Twin Triple Quadruple Screw vessel M.V. "Blibis" Tons Gross 194.34 Net 76.55

Built at H. L. Ambacht By whom built Messrs Jansen & Stans Yard No. 270 When built 1953

Engines made at Amsterdam By whom made Werkspoor N.V. Engine No. 1450 When made 1952

Donkey Boilers made at By whom made Boiler No. When made

Brake Horse Power { Maximum 430 Service 40 Owners Indonesian Government Port belonging to Jakarta

I.N. as per Rule 86 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended Indonesian Archipelago.

IL ENGINES, &c. —Type of Engines Please see Amsterdam Rpt 18634 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks

Mean Indicated Pressure Span of bearings (i.e., distance between inner edges of bearings in

way of a crank) Is there a bearing between each crank Revolutions per minute { Maximum Service

Flywheel dia. Weight Moment of inertia of flywheel (lbs. in² or Kg. cm²) Means of ignition Kind of fuel used diesel oil

Crank Shaft, { Solid forged dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis

{ Semi built as fitted { All built as fitted { Mid. length thickness shrunk Thickness around eyehole

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { tube screw } shaft fitted with a continuous liner { Yes

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted 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

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 fitted at the after

end of stern tube No If so, state type Length of bearing in Stern Bush next to and supporting propeller 800 mm

Propeller, dia. 15.15 Pitch 119.5 No. of blades 4 Material bronze whether moveable solid Total developed surface 63 sq. feet

Moment of inertia of propeller including entrained water (lbs. in² or Kg. cm²) Kind of damper, if fitted

Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine Yes Means of

lubrication forced Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled

or lagged with non-conducting material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

back to the engine Cooling Water Pumps, No. and how driven One M.E. driven Working F.W.

S.W. 1-16 T/h Spare F.W. S.W. 1-30 T/h Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps worked from the Main Engines, No. and capacity 1-16 T/h Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line { No. and capacity of each 1-16 T/h 1-30 T/h 1-2" hand pump } How driven Main engine Electric driven

Is the cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

arrangements

Ballast Pumps, No. and capacity 1-30 T/h Power Driven Lubricating Oil Pumps, including spare pump, No. and size M.E. pump 4.5 T/h Spare pump 4.0 T/h

Are two independent means arranged for circulating water through the Oil Cooler Yes Branch Bilge Suctions 4

No. and size:—In machinery spaces 2 2 50 mm In pump room

Holds, &c. 5 2 50 mm

Direct Bilge Suctions to the engine room bilges, No. and size 1 2 65 mm 1 2 80 mm

Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes Are the bilge suction in the machinery spaces led from easily

accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Are all Sea Connections fitted direct on the skin of the Ship on boxes Are they fitted with valves or cocks valves Are they fixed

efficiently high on the ship's side to be seen without lifting the platform 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

What pipes pass through the bunkers None How are they protected

What pipes pass through the deep tanks None 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 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 No tunnels Is it fitted with a watertight door worked from

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Main Air Compressors, No. No. of stages diameters stroke driven by

Auxiliary Air Compressors, No. 1 No. of stages 2 diameters 90/110 stroke 85 1/2 driven by Aux. engine

Small Auxiliary Air Compressors, No. No. of stages diameters stroke driven by

What provision is made for first charging the air receivers Auxiliary engine started by hand

Scavenging Air Pumps or Blowers, No. How driven

Auxiliary Engines Have they been made under survey Yes Engine Nos. 12849

Makers name Kromhout Motorenfabriek Position of each in engine room Port side at forward

Report No. Copy Amsterdam Not attached

AIR RECEIVERS:—Have they been made under survey *Yes* ✓ State No. of report or certificate *Ref. Cert. 12-1953*
State full details of safety devices *Safety valve on each receiver.* ✓
Can the internal surfaces of the receivers be examined and cleaned. — Is a drain fitted at the lowest part of each receiver. —
Injection Air Receivers, No. — Cubic capacity of each — Internal diameter — thickness —
Seamless, welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure —
Starting Air Receivers, No. *2* ✓ Total cubic capacity — Internal diameter — thickness —
Seamless, welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure *30 kg/cm²*

IS A DONKEY BOILER FITTED *No* ✓ If so, is a report now forwarded. —

Is the donkey boiler intended to be used for domestic purposes only. —

PLANS. Are approved plans forwarded herewith for shafting *20-3-52* Receivers — Separate fuel tanks —
(If not, state date of approval)

Donkey boilers — General pumping arrangements *23-4-52* Pumping arrangements in machinery space *23-4-52*

Oil fuel burning arrangements —

Have Torsional Vibration characteristics been approved *Yes* ✓ Date and particulars of approval —

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes* ✓ State if for "short voyages" only —

State the principal additional spare gear supplied *Spare screw shaft with end pin. Spare bronze propeller.*

The foregoing is a correct description, *COMM. VERBODEN SCHIPSWERF EN GAS-OLIERBOUW IONKER & STANDER.*

Dates of Survey while building
During progress of work in shops — *1953: April 7.*
During erection on board vessel — *1952: Dec 15. 1953: Jan 20. March 6-18. April 27-30. May 22.*
Total No. of visits *8.*

Dates of examination of principal parts—Cylinders — Covers — Pistons — Rods — Connecting rods —

Crank shaft — Flywheel shaft — Thrust shaft — Intermediate shafts *22-3-52* Tube shaft —

Screw shaft *9/4/52* Propeller *23-5-52* Stern tube *fitted 15-12-52* Engine seatings *15-12-52* Engine holding down bolts *20-1-53*

Completion of fitting sea connections *15-12-52* Completion of pumping arrangements *30-4-53* Engines tried under working conditions *22-5-53*

Crank shaft, material — Identification mark — Flywheel shaft, material, — Identification mark —

Thrust shaft, material — Identification mark — Intermediate shafts, material *S.M. steel* Identification marks *PEW. 28-5-53*

Tube shaft, material — Identification mark — Screw shaft, material *S.M. steel* Identification mark *PEW. 9-3-53*

Identification marks on air receivers *Nº 6/1 - 13/1 LLOYD'S TEST 60 ATM. WP 30 ATM. H.B. 15-6-51*

Welded receivers, state Makers' Name —

Is the flash point of the oil to be used over 150°F *Yes* ✓

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *Yes* ✓

Full description of fire extinguishing apparatus fitted in machinery spaces *3-2 gallon portables. 1 Pyrene gun. 1 fire hose with nozzle.*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *No* If so, have the requirements of the Rules been complied with —

What is the special notation desired. —

If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with —

Is this machinery duplicate of a previous case *Yes* ✓ If so, state name of vessel *M.V. "Bangs" - "Bio" - "Bittet" - "Babu"*

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

The machinery of this vessel has been constructed and fitted under Special Survey in conformity with the approved plans, Secretary's letters and Society's Rules. Materials have been tested as required and workmanship found good. The machinery has been tried under full working conditions and found in good working and manoeuvring order. In my opinion this vessel's machinery merits the approval of the Committee for the notation of + LMC 5-53 "Oil Engines" C.L. in the Society's Register Book when a satisfactory report of survey upon arrival in Indonesia will have reached the Committee.

The amount of Entry Fee ... *fl 220.-*

Special £

Donkey Boiler Fee... .. £

Travelling Expenses (if any) *fl 34.-*

When applied for *4.8. 1953*

When received *19*

Engineer Surveyor to Lloyd's Register of Shipping

FRIDAY 13 NOV 1953

Committee's Minute *THURSDAY - 3 SEP 1953*

Assigned *Deferred for examination*

See Dja Rpt. 3837

Lloyd's Register Foundation