

REPORT ON OIL ENGINE MACHINERY.

No. 18263

Received at London Office

19 MAY 1952

Report 3 May 1952 When handed in at Local Office 19 Port of Amsterdam
Survey held at Amsterdam Date, First Survey 28 Feb 1951 Last Survey 1st of May 1952
Number of Visits 19

by Single Act in the Twin Triple Screw vessel M.V. 'BLEKOK' Tons Gross Net

by Self-propelled By whom built Western Yard No 243 When built 1952
Act at Amsterdam By whom made Weekspeer N.Y. Engine No 1334 When made 1952

Boilers made at By whom made Boiler No. When made
Port belonging to

Power 430 Owners Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
as per Rule 86

which vessel is intended

INES, &c. — Type of Engines T.M.A.S. 176 2 or 4 stroke cycle 4 Single or double acting Single
Pressure in cylinders 506.99² Diameter of cylinders 170^{mm} Length of stroke 500^{mm} No. of cylinders 6 No. of cranks 6

Rated Pressure 7.569² Ahead Firing Order in Cylinders 1-3-5-6-4-2 Span of bearings, adjacent to the crank, measured
edge to inner edge 320^{mm} Is there a bearing between each crank Yes Revolutions per minute 375

Weight 12504⁹ Moment of inertia of flywheel (lbs. in² or Kg. cm.²) 2.57¹⁰⁶¹ Means of ignition Comp. Kind of fuel used Diesel
dia. of journals as per Rule as fitted 100^{mm} Crank pin dia. 100^{mm} Crank webs Mid. length breadth 340^{mm} Thickness parallel to axis
Mid. length thickness 83^{mm} shrunk Thickness around eye hole

Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 190^{mm} Thrust Shaft, diameter at collars as per Rule 145^{mm}

Screw Shaft, diameter as per Rule as fitted 177.5^{mm} Is the tube screw shaft fitted with a continuous liner Yes

ers, thickness in way of bushes as per Rule as fitted 14^{mm} Thickness between bushes as per Rule as fitted 11^{mm} Is the after end of the liner made watertight in the
ss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner One length

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-
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

rods shaft If so, state type Length of bearing in Stern Bush next to and supporting propeller 800^{mm}
shaft dia Pitch No. of blades Material whether moveable Total developed surface sq. feet

inertia of propeller (lbs. in² or Kg. cm.²) Kind of damper, if fitted
ions reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of

Thick. of cylinder liners 11^{mm} Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled
th non-conducting material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

engine Cooling Water Pumps, No. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel
s worked from the Main Engines, No. 1 Diameter 130^{mm} Stroke 75^{mm} Can one be overhauled while the other is at work

ected to the Main Bilge Line No. and size How driven
g water led to the bilges If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

ts
ps, No. and size Power Driven Lubricating Oil Pumps, including spare pump, No. and size

ependent means arranged for circulating water through the Oil Cooler Suctions, connected to both main bilge pumps and auxiliary
, No. and size:—In machinery spaces In pump room

t Power Pump Direct Suctions to the engine room bilges, No. and size

ilge suction pipes in holds and tunnel well fitted with strum-boxes Are the bilge suction in the machinery spaces led from easily
ud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Connections fitted direct on the skin of the Ship Are they fitted with valves or cocks Are they fixed
igh on the ship's side to be seen without lifting the platform plates Are the overboard discharges above or below the deep water line

h fitted with a discharge valve always accessible on the plating of the vessel Are the blow off cocks fitted with a spigot and brass covering plate
pass through the bunkers How are they protected

pass through the deep tanks Have they been tested as per Rule
, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times

ement 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
om one compartment to another Is the shaft tunnel watertight Is it fitted with a watertight door worked from

essel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
ompressors, No. 1 No. of stages 1 diameters 100/110^{mm} stroke 90^{mm} driven by M. engine

ir Compressors, No. No. of stages diameters stroke driven by
ster iary Air Compressors, No. No. of stages diameters stroke driven by

ion is made for first charging the air receivers
Air Pumps, No. diameter stroke driven by

gines crank shafts, diameter as per Rule as fitted No. Position
iliary engines been constructed under special survey Is a report sent herewith

13/6/52

012460-012472-0272

AIR RECEIVERS:—Have they been made under survey *Yes* State No. of report or certificate *C 9595*

Is each receiver, which can be isolated, fitted with a safety valve as per Rule *Yes*

Can the internal surfaces of the receivers be examined and cleaned *Yes* Is a drain fitted at the lowest part of each receiver *Yes*

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 *1800 litres* Internal diameter *496 mm* thickness *9.5 mm*

Seamless, welded or riveted longitudinal joint *Seamless* Material *Stm steel* Range of tensile strength *64-62.8/92* Working pressure *—*

IS A DONKEY BOILER FITTED *—* 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 *10-3-52* Receivers *10-3-52* Separate fuel *—*

Donkey boilers *—* General pumping arrangements *—* Pumping arrangements in machinery space *—*

Oil fuel burning arrangements *—*

Have Torsional Vibration characteristics been approved *Yes* Date of approval *10-3-52*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *—*

State the principal additional spare gear supplied *—*

The foregoing is a correct description,

WERKSPOR N.V.

Manufacturer.

Dates of Survey while building *During progress of work in shops - 1951, Feb 10, March 1-6-8-9-12-15, April 6 May 22, Sept 14*
During erection on board vessel - Oct 11, 1952, March 14-19-24, April 1 May 1-2

Total No. of visits *19*

Dates of examination of principal parts—Cylinders *March 51* Covers *9-3-51* Pistons *6-4-51* Rods *—* Connecting rods *—*

Crank shaft *11-3-51* Flywheel shaft *—* Thrust shaft *2-5-52* Intermediate shafts *1-5-52* Tube shaft *—*

Screw shaft *1-5-52* Propeller *1-5-52* Stern tube *14-3-52* Engine seatings *—* Engine holding down bolts *—*

Completion of fitting sea connections *—* Completion of pumping arrangements *—* Engines tried under working conditions *—*

Crank shaft, material *Stm steel* Identification mark *110405 N° 13889* Flywheel shaft, material *—* Identification mark *—*

Thrust shaft, material *Stm steel* Identification mark *110405 N° 8907* Intermediate shafts, material *Stm steel* Identification mark *110405*

Tube shaft, material *—* Identification mark *—* Screw shaft, material *Stm steel* Identification mark *110405*

Identification marks on air receivers *No 906065-7 LLOYD'S TEST 60h9 2m²*
W.P. 30h9 2m² R.R. 15-4-49.

Welded receivers, state Makers' Name *—*

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

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

Description of fire extinguishing apparatus fitted *—*

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 *—*

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 *—* If so, state name of vessel *—*

General Remarks (State quality of workmanship, opinions as to class, &c.) *This engine has been built under*

Special Survey in accordance with approved plan and Society's rules.

tested as required and workmanship found good. The engine has

tested on Mahus test bench under full load condition and found satisfactory.

The engine has been shipped to Delfxyl. (Groningen district).

In my opinion the vessel for which this engine is intended will be

*eligible for the notation of * L.M.C. (with date) when the whole*

machinery has been fitted satisfactory on board and tried under

working condition. Copy Certificate's of Crank, Thrust, Int. shafts

and Air receivers attached.

The amount of Entry Fee ... *43 x 86 x 75.60* ... *£ 321.00*

Special ... *—* When applied for *13.5* *19.52*

Donkey Boiler Fee... *—* When received *19*

Travelling Expenses (if any) *£ 716.00*

Engine Surveyor *Mr. Kuyt* Lloyd's Register

(Committee's Minute *—*

TUES. 14 OCT 1952

Assigned *See E.E. maly. sp. En 727*



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