

Rpt. 9

Date of writing report 29-10-1960

Received London

Port of Amsterdam.

No. 23793

Survey held at Amsterdam

No. of visits 12

First date 3-10-1960

Last date 27-10-1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 54339 Name M.V. "BLANDFORD"

Gross tons 12514 Date of build 5-1953

Owners Blandford Shipping Co. Ltd.

Managers

Port of Registry London

Engines made Gls By Harland & Wolff Ltd

Type oil eng. 2 SA 7 Cy

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of ~~ANK~~/Donkey Boilers 3 W.P. 180 lb

Surveyed Afloat or in Dry Dock both

Nature of Survey Dryd+TS+ABS+CS+SPS+Gen. Exm.

Was Damage Report issued? no Int. Cert.? yes

Last Report (For Head Office only)

Hull	Machinery
* 100 A 1	* LMC
SS 10/57	eng. CS 10/57
oil tanker	boil.d 4/57
d 6/59	TSCL 5/56

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers good Wear Down of Stern Bushes 3 mm Oil Glands - Sea Connections -
Fastenings good Has Screwshaft ~~Tide~~ been drawn? yes Date of Examination 5-10-60 Has Shaft been changed? no
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? yes Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods nos. 1 + 5 exd good

2 Valves & Gears nos. 1 + 5 exd good

3 Connecting Rods, Top Ends & Guides { Side no. 5 F + A exd good
Centre no. 5 exd good

4 Crankpins & Bearings { Side no. 5 F + A exd good
Centre no. 5 exd good

5 Journals & Bearings nos. 6 + 7 exd good

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS Salt water, fresh water and F+A lub. oil pumps exd good.

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? yes good

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this ship, as now seen, is in good condition and eligible, in my opinion, to remain as classed and have the records of TS(CL) 10, 60; ABS 10, 60; SPS 10, 60 and CS 10, 60 (adv) subject to LP cylinder of outboard steam generator engine, repaired by Metalock, being specially examined or renewed by the end of April 1961.

Date of Committee THURSDAY - 1 DEC 1960

Decision CS 10. 60 subject
TS 10. 60 ABS 10. 60
SPS 10. 60

40m, 3, 58 T. (MADE AND PRINTED IN ENGLAND.)

Engine Surveyor to Lloyd's Register of Shipping
J.A. van Lare.

012836-012844-01278

If certificate is required state where to be sent

33 Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
35 Fresh Water Coolers
36 Lub. Oil Coolers
37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main
40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators
43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery
45 Windlass
46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

Diesel aux. engine complete exd good
Ib. steam aux. engine complete exd good
Outb. steam aux. engine +

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors exd + tested good
b Exciters			
c Air Coolers			
d Motors			m Motors exd good
e Air Coolers			
f Control Gear, Cables, etc.			n Switchboards & Fittings exd good
g Insulation Resistance			o Circuit Breakers tested good
h Insulating Oil Test			p Cables exd good
i Overspeed Governors			q Insulation Resistance tested good
j Magnetic Couplings			r Steering Gear, Generators and Motors exd good
k Air Gap			s Navigation Light Indicators exd good

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to
Boiler Securing Arrangements
Main Economisers
Steam Heated Steam Generators
Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?
AUXILIARY, DONKEY & PRESS
P 3-10-60; S 6-10-60 exd good
Exh. gas boiler 5-10-60 exd good
Exd good
180 lbs
exd good
Exhaust Gas Heated Economisers
Forced Circulating Pumps
Funnel good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main
Auxiliary (over 3 in. bore)
Were Copper Pipes annealed?
Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Repairs W & T.
Propeller reconditioned at Lips propeller works, small cracks in two blades.
Diesel Aux. Eng :chain for camshaft drive renewed, worn. Nos. 3 + 4 liners replaced by new spare liners, worn.
FW cooler all tubes renewed.
Inb. steam Gen. eng. Crankshaft replaced by Owners supplied new crankshaft, pins and journals scored; no identification marks could be found. Brinell tests taken of crankshaft and results found to agree with material of 47-50 kg/mm2 U.T.S.
Outboard Steam Gen. Eng. Bedplate found to be broken due to failure of LP bottom end bolts; connecting rod bent. LP cylinder cracked. New bedplate with crankshaft supplied by the Owners fitted. Brinell tests taken of crankshaft and results found to agree with material of 44-49 kg/mm UTS. Connecting rod renewed. LP cylinder repaired by Metalock process. It is recommended that the repairs to the LP cylinder be specially exd or cylinder renewed by the end of April 1961.
Inboard Generator. Insulation of commutator renewed, short circuit. Apart of the above items now opened up the Main engine and auxiliary machinery examined and tested under working conditions and found satisfactory.
It is recommended that the desired advancement of CS date be granted.

LEAVE THIS SPACE BLANK

Part CS+rep+Gen. Exm	f. 550,--
Survey fees	
ABS	" 240,--
TS	" 70,--
Electr. Equipm	" 250,--
SPS	" 70,--
Damage fee	
Telegram exp.	" 16,--
Expenses...	" 48,--

Date when A/c rendered



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