

29 FEB 1960

Rpt. 9

Date of writing report 6/2/60  
Survey held at SINGAPORE

Received London  
No. of visits 12

Port SINGAPORE  
First date 29/12/59 Last date 27/1/60  
No. 13784

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.E. 32589 Name M.V. "TARIA" Gross tons 10,328 Date of build 10-1939.  
Owners N.V. PETROLEUM MAATS "LA CORONA" Managers SHELL TANKERS N.V. Port of Registry THE HAGUE  
Engines made 10-1939 By N.V. WERKSPOR Type Oil Engine 4SA 10Cy.

No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers - W.P. -  
No. of Donkey Boilers 2 db w.p. 180 lb.  
Surveyed Afloat or in Dry Dock Both  
Nature of Survey Docking, TSCL, ABS, CS, SRL & Repairs.  
Was Damage Report issued? No Int. Cert.? Yes.  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1 oil tanker.	+LMC CS 12/56
	DBS 12/58
Dlg. 11/58	TSCL 11/57
SS (Dr) 12/56	SPS 12/56
	Mchy Aft.

See Now

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.

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

DOCKING Propellers Good Wear Down of Stern Bushes Rewooded Close Oil Glands - Sea Connections Good  
Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 5-1-60 Has Shaft been changed? No  
Has Shaft now fitted been previously used? Yes Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? No

MAIN ENGINES ~~CRANK SHAFT I.C.~~ PORT STARBOARD  
1 Cyls., Covers, Pistons & Rods Nos. 3, 5 & 8 - Good  
2 Valves & Gears Nos. 3, 5 & 8 - Good  
3 Connecting Rods, Top Ends & Guides Side Centre  
4 Crankpins & Bearings Side Centre  
5 Journals & Bearings

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 SUPERCHARGING ARRANGEMENT S-Nos. 1, 2, 3, 4 & 5 - Good.  
MAIN TURBINES  
18 Casings, Rotors, Blading, Bearings & Thrusts

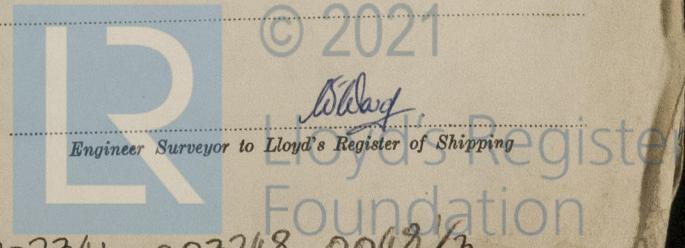
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
20 STEAM COMPRESSORS  
21 CLUTCHES & HYDRAULIC COUPLINGS  
22 REDUCTION GEARING  
23 THRUST BLOCKS, SHAFTS & BEARINGS Good  
24 INTERMEDIATE SHAFTS & BEARINGS Good  
25 HOLDING DOWN BOLTS & CHOCKS  
26 CONDENSERS ~~XXXXXX~~ AUX.) Good  
27 STEAM RE-HEATERS  
28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES Piston Cooling Water; Jacket Cooling Water;  
30 MAIN ENGINE DRIVEN PUMPS Bilge; Sanitary - All Good.  
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is in safe working condition and eligible, in my opinion, to remain as Classed with fresh record of TSCL 1/60 and ABS 1/60 now and CS (with date) when the survey has been completed without special condition regarding stern bush.

Date of Committee WEDNESDAY 16 MAR 1960  
Decision As above subject T 1/60 ABS 1/60

Noted for Header



If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) Forward & Aft F.O. pump - Good. Diesel Oil Transfer Pump - Good.

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 Cooler Good 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main Upper - Good 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 Good 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)  
Forward Draught Fan Engine - Good.

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

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

MAIN AUXILIARY, ~~XXXXXXXXXX~~ Port & Starboard 2-1-60 - Good

Superheaters None Fitted.

Safety Valves Port & Starboard - Good

Mountings, Doors & Fastenings Port & Starboard - Good

Safety Valves Adjusted to Sat. Port & Starboard - 180 lbs.

Safety Valves Adjusted to Spt. Port & Starboard - Good.

Boiler Securing Arrangements Exhaust Gas Heated Economisers

Main Economisers Steam Generator Safety Valves Adjusted to Yes Forced Circulating Pumps

Were Oil Burning System & Remote Controls examined working in accordance with Rules? None Fitted Funnel Good

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

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 (WEAR AND TEAR):-  
Main Engine :- Nos. 3, 5 and 8 cylinder heads replaced by ship's spares at Owners instigation, on account of service fractures in way of valve openings. No.8 liner renewed on account of excessive wear.

F. D. Fan Engine:- Steam cylinder machined leaving adequate wall thickness and cast iron liner made and fitted. Piston valve slack, now renewed. Piston and valve rods scored, now machined and new neck and gland bushes fitted.

Forward and Aft F.O. Pumps:- New steam cylinders complete, supplied by Makers, fitted at Owner's instigation on account of thinning of walls of existing cylinders.

Port Auxiliary Boiler :- A total of 2 thin plain tubes renewed. One cock plug slack, now renewed.

LEAVE THIS SPACE BLANK

Survey fees	CS	\$300
	ABS	\$240
	TSCL	\$105
	Repairs	\$150
Damage fee		
Dutch Govt. Rpt.		\$ 27 (John Linder)
Expenses...		\$ 30
Sunday Attend.		\$ 80.

Date when A/c rendered 13/2/60

Cont. Sheet 2.

M.V. "TARIA" Sheet 2.

Stbd Aux. Boiler:- A total of 1 thin plain tube renewed. One breast cock plug slack, now renewed.

S.R.L. No. 173:- "Main Engine thrust block casting to be re-examined by 11/59 (6 mos limit)" A Certificate (No. Bl-61158) on board issued at Kobe and dated 8th December, 1959, states this item has been dealt with and a recommendation made that it may be deleted from the Special Reasons List.

"Stern bush to be specially examined in drydock by 11/59 (3 mos limit)"

When ship was placed in drydock and wear down checked, same was found to be approximately 1/4" and the screwshaft was drawn for rewooding of the stern bush. The opportunity was taken to verify alignment right through from the Main Engine coupling, the deflections of Main Engine were recorded and considered satisfactory. Before drawing screwshaft the alignment of shafting was checked and the following conditions found ~~in~~ crankshaft/thrust coupling periphery of flanges in line, faces open at bottom; thrust/intermediate coupling periphery of flanges in line, faces open at bottom; intermediate/screwshaft coupling flanges and faces were corroded to such a degree that verification of alignment proved impossible. Thrust shaft, intermediate shaft and screwshaft were removed to workshop for testing in lathe. A wire was taken from Main Engine aft coupling to stern bush and results considered satisfactory. Thrust shaft checked in lathe and maximum run out at forward and aft flanges found to be .002" and .004" respectively.

Intermediate shaft checked in lathe and maximum run out at forward flange found to be .004", aft flange severely corroded on face and around periphery, both face and periphery of aft coupling now machined true. Screwshaft coupling face and periphery severely corroded, face and periphery now machined; several small fractures on face of flange in way of two bit holes ground out; liner severely ridged in way of gland and unevenly worn in way of wood, liner now machined true; screwshaft key slack and certain amount of fretting corrosion apparent at large diameter of cone, screwshaft key now renewed. Also, bore of propeller boss was slightly pitted at forward end over a width of approximately 6 inches, and showing a very poor fit on screwshaft taper. Propeller boss now lightly machined to give good fit on taper and in so doing propeller moved approximately 5/8" up taper and a similar amount (5/8") machined off aft end of liner. Screwshaft/intermediate shaft aligned in workshop, coupling holes machined true and new bolts fitted (tested material). Stern bush was completely rewooded, but when vessel was floated, with all other shaft couplings true, screwshaft coupling was found to be approx 7 1/2 m/m high and faces open approx 1/2 m/m at bottom. Upon enquiry and with reference to previous reports on board ship, this condition appears to have been the case for several years, and having been corrected by boring the stern bush wood eccentric. Whilst agreeing this method of correction is not absolute, the Owner's Representatives state that due to the uncertain future of the ship they were not prepared to consider rechecking the engine at this time. The ship was then re-docked and by rewooding the stern bush eccentrically, bearing in mind normal wear, the screwshaft centre line was lowered 7 m/m only and final readings are as shown at end of this report. Lowering the screwshaft centre necessitated reshaving the stuffing box and the supply of a new gland. A brass plate indicating the eccentricity of the stern bush wood has

Cont. Sheet 3.

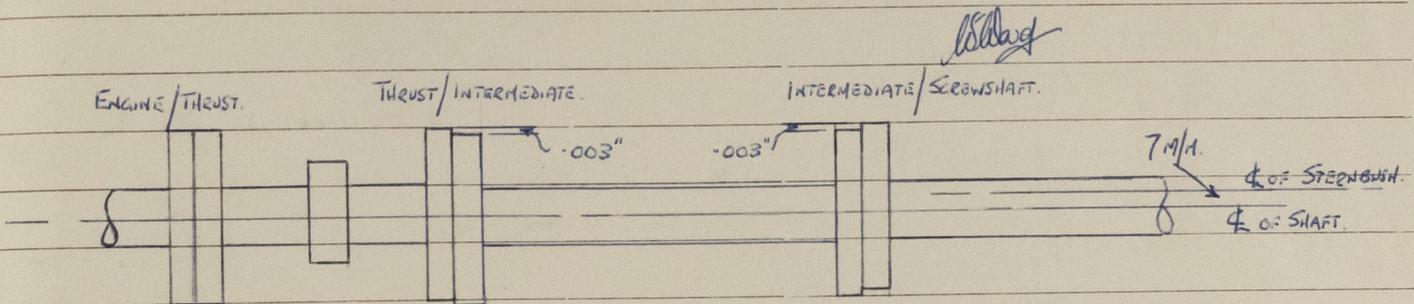
M. V. "TARIA"

Sheet 3.

been secured in a prominent position by the stern gland.

On completion of repairs, a dock trial, and subsequent sea trial at full speed for approximately 1 1/4 hours was held and the shafting, bearings and gland all considered satisfactory.

Consequently, it is submitted this item may now be deleted from the Special Reasons List.



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