

Rpt. 9

Date of writing report 22-10-1960

Received London

Port of Amsterdam

No. 23 022

Survey held at Amsterdam

No. of visits 2

First date 4-10-1960

Last date 12-10-1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 82724 S.S. "TARAKAN" Gross tons 8200 Date of build 12-1930
Owners N.V. Stoomv. Maats. "NEDERLAND" Managers Port of Registry Amsterdam
Engines made Rot By Fijenoord Maats. Type oil eng. 2 SA 8 Cy
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers 2 W.P. db 70 lb(upr) 71 lb
Surveyed Afloat or in Dry Dock both
Nature of Survey Cond; compl. CS
Has Damage Report issued? no Int. Cert.? yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
* 100 A 1	* LMC
(M) 9/59	eng. CS 1/56
(Dr) 6/55	boil. d 9/59
d 9/59	TSCI 9/59

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 good
Fastenings good Has Screwshaft ~~TUBESHAFT~~ been drawn? no Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

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

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

16 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel being in good condition, the vessel is in my opinion eligible to be continued as classed with record CS 1-60 as previously recommended, now.

Date of Committee

TUESDAY - 6 DEC 1960

Decision

CS 1. 60

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

CERTIFICATE WRITTEN

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping
D. van Couwelaar.

Foundation

003401-003408-0116

If certificate is required state where to be sent

32 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
good

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT

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

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

MAIN AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to Sat. Spt.
Boiler Securing Arrangements
Main Economisers
Exhaust Gas Heated Economisers
Steam Heated Steam Generators
Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?
Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?
Funnel

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)

CS completed as per classing letter of 26th August 1960.

NOTE. No o.f.heater fitted on board.

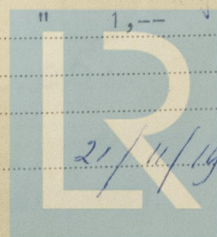
LEAVE THIS SPACE BLANK

Survey fees f. 65,--

Damage fee

Expenses

Date when A/c rendered 21/11/1960



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