

11. APR. 1961 14. APR. 1961

Rpt. 9

Date of writing report 10/4/61 Received London Port Oslo No. 9251
Survey held at Oslo No. of visits one First date and Last date 23/3/61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 82755 Name M.V. " TARONGA " Gross tons 7064 Date of build 5-1934
Owners Wilh. Wilhelmsen Managers Port of Registry Tönsberg
Engines made 1944 By Burmeister & Wain, Copenhagen Type B & W 2 DA 7Cy.
No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book
No. of Main Boilers None W.P. -
No. of ~~Donkey~~ Boilers 1 W.P. 100 lbs.
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Condition of Class
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office Only) 26/5/61

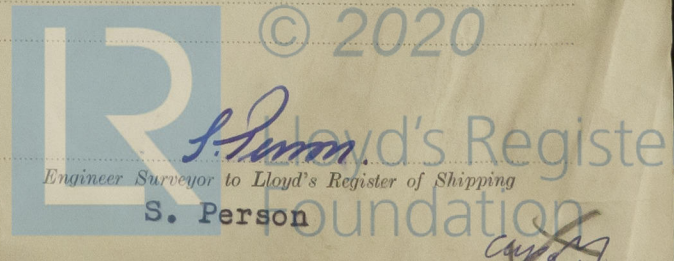
Hull		Machinery	
+ 100 Al		+ LMC	
with fbd. DT. oil FP			
above 150° F.		CS 4/57	
		DBS 9/59	
DS 3/60		TS(CL) 3/59	
SS 4/57			

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 Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? 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.) ~~Recip~~
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
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 & MANŒUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, so far as now seen, is in good condition and eligible in my opinion to remain as classed with no change of survey records and without condition concerning the cargo lighting curcuits in way starboard tween deck space abreast machinery casing forward - (fire damage).

Date of Committee THURSDAY 20 APR 1961
Decision As now subject



No
Has a Survey also been held on Ship?
If so, is the Report sent now, or when will it be sent?

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 Coolers36 Lub. Oil Coolers37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery45 Windlass46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

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

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)

Condition of Class:-

With reference to our report No. 9229 which states that the class is subiect to the cargo lighting circuits in way of starboard tween deck space abreast machinery casing forward end being dealt with as necessary at earliest opportunity, we beg to inform you that the above have now been dealt with as follows:-

All burnt cables and circuit breakers and fittings renewed, circuits meggertested after repairs and found satisfactory.
It is recommended that the condition of class against the above be discontinued.

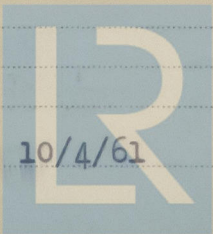
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Survey fees ... Kr. 50.-

Damage fee ...

Expenses ...

Date when A/c rendered 10/4/61



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