

28 DEC 1960

Rpt. 9

Date of writing report 9-12-1960 Received London Port of Amsterdam No. 23878
Survey held at Amsterdam No. of visits 1 First date and Last date 6-12-1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 82354 Name M.V. "TABINTA" Gross tons 8187 Date of build 8-1930
Owners N.V. Stoomv. Maats. "NEDERLAND" Managers Port of Registry Amsterdam
Engines made Ams By N.V. Werkspoor Type oil eng. 2 SA 8 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. - db (upr) 100 lb Hull Machinery
No. of ~~XXX~~/Donkey Boilers 2 W.P. db (lwr) 142 lb + 100 A 1 + LMC
Surveyed Afloat or in Dry Dock dryd SS (Dr) 2/56 eng. CS 2/56
Nature of Survey Dryd. d 12/59 boil. d 6/59
Was Damage Report issued? - Int. Cert.? no TSCL 6/57
Last Report (For Head Office only)

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 Propeller good Wear Down of Stern Bushes 4.6 mm Oil Glands - Sea Connections -
Fastenings good Has Screwshaft ~~XXXXXX~~ 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
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, as now seen, is in good condition and eligible, in my opinion, to remain as classed in the Register Book.

See also Ams h. dated 9.1.61

Date of Committee FRIDAY 13 JAN 1961
Decision Deferred for comp CS

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

AUXILIARY ENGINES (Identify by position)

PROPULSION		ELECTRICAL EQUIPMENT	
		PORT	STARBOARD
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		
			AUXILIARY EQUIPMENT
			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)

The wear down of the tailshaft was found to be only 4.6 mm.
The tailshaft has therefore not been drawn at this time as requested by the Owners. Please see Secretary's letter Classn (S) d.d. 2-12-60.

LEAVE THIS SPACE BLANK

Survey fees ... NO FEE CHARGED.

Damage fee ...

Expenses ...

Date when A/c rendered



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Lloyd's Register
Foundation

See Sec 11c of 1/12/60
Warrington
12/12/60