

10,59

class is subject to the main engine thrust block casting being examined by November 1960; also subject to the stern bush being examined ~~and~~ drydocked by 11.59.

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor..... 15 MAR 1960

HIP'S NAME..... TARIA..... REPORT Sng..... No. 13784

CS advanced.

ABS due 12.59 now held.

Docking, tailshaft seen.

S.R.L.

The item in respect of the sternbush now dealt with.

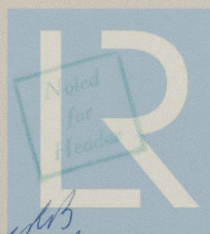
The Surveyor reports some repairs effected to the main and auxiliary machinery also the shafting tested for alignment. Some repairs effected and the Surveyor states that subsequent to lining up the shafting in drydock the vessel was re-floated and it was found that with all other shaft couplings true, the screw shaft coupling was found to be approximately  $7\frac{1}{2}$  mm high with the faces open approximately  $\frac{1}{2}$  mm at the bottom. The vessel was re-docked and the stern bush was re-wooded eccentrically <sup>nicely</sup> to take account of this difference in alignment.

IT IS SUBMITTED this vessel is eligible to remain as classed with fresh record of TS (CL) 1.60 and ABS 1.60. Subject as above but without special condition as regards the stern bush.

*and without special condition re thrust block  
(Sng ltr 25/2/60)  
R 29/3/60.*

Note.

*14/3*  
The Surveyor should be informed that with regard to the item relative to the main engine thrust block casting that a copy of the Kobe Surveyors certificate dated 8th December has been ~~sent~~ and the Surveyor recommended that the class be made subject to this casting being re-examined by November 1960 and in view of the examination now made of the thrust block he is requested to state whether the item can be deleted from the list.



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Lloyd's Register  
Foundation

15.3.61.



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*Amended to Annex B*