

Rpt. 9

Date of writing report 12-3-62.

Received London

Port SINGAPORE.

No. 15475

Survey held at SINGAPORE.

No. of visits 3

First date 30-12-61

Last date 16-2-62.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 34290 Name M.V. "TIBIA"

Gross tons 10423 Date of build 7-1939.

Owners SHELL TANKERS LTD.

Managers

Port of Registry LONDON.

Engines made 7-1939. By N.V. WERKSPOR.

Type Oil Eng. 4SA 10Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers W.P.

No. of Aux./Donkey Boilers 2 Aux. W.P. 180 lb.

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Machinery defect.

Was Damage Report issued? No. Int. Cert.? Yes

Last Report (For Head Office only)

Hull		Machinery	
+100Al oil tanker.		+LMC	
Dkg.	10/61	CS	9/60
SS.	9/60	ABS	11/61
(Dr).	10/56.	TSCL	10/61
		sps.	5/58

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.)

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 & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

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 examined, is in my opinion, eligible to remain as Classed with fresh record of CS (with date) when the survey has been completed subject to main engine crankshaft forward and aft sections of centre coupling being specially examined and dealt with as necessary on arrival Hong Kong to which Port the vessel is proceeding direct.

Date of Committee

Decision

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

Engineer Surveyor to Lloyd's Register of Shipping

© 2021

Lloyd's Register Foundation

Write Owners - check (c.c. H. KG)

See Log No 31/3 - Delivered to Shipbroker at HK

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.....

AUXILIARY ENGINES (Identify by position).....

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	STARBOARD	AUXILIARY EQUIPMENT
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, 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)

At request of Owner's Representative attended on board to examine condition of main engine crankshaft, centre coupling bolts which it is stated, were all noted slack during routine crankcase inspection carried out whilst vessel was discharging cargo. Upon removal of bolts for examination one bolt was found broken in way of thread and all bolts fretted on body. Several securing pins for the valve timing chain and attached pumps sprocket wheels were also found broken. Subsequent to removal of both sprocket wheels, crack detecting was employed on the centre coupling and the following defects noted at crankshaft centre coupling - forward section of centre coupling fractured in way of 4 adjacent bolt holes, 3 of the fractures running from the bolt holes to the periphery of coupling and extending over approximately $\frac{1}{2}$ width of coupling. The remaining fracture was also apparent from the bolt hole to periphery of coupling but also appeared at bottom of hole extending into coupling fillet and round the shaft in the ahead direction for approximately 7 inches. It was recommended the Main engine forward and aft centre couplings together with their integral journals be renewed but due to the probable cost of such repair and the uncertainty of the ship's commercial future

Survey fees M/C defect \$300.....

Damage fee 83.

Expenses .. \$ 15.

Special Attendance \$ 80.

Date when A/c rendered 15/3/62

C.S. Advanced.
It is submitted that this vessel is eligible to remain as CLASSED subject to recommendation and recommendation.

LEAVE THIS SPACE BLANK

Rpt. 9a- Cont. Sheet 2

Port of SINGAPORE.

Continuation of Ship/Mchy. Report No.

Continuation of Report No.

dated

26.4.62

on the

on the S.S./M.S. "TIBIA"

the Owner's local Representative referred the matter to Head Office for final decision. Whilst this matter was under consideration the local Representative made preparations for the engine to run on the aft five cylinders in the event of his Head Office deciding to send the ship to Hong Kong for either repair or scrapping. The following work was carried out by way of preparation:- crankshaft deflection and bridge gauge readings taken and all found satisfactory, the crankshaft centre coupling bolt holes were reamed out and new bolts, of tested material, fitted, the bolts fitted to holes free of fractures being hydraulically fitted, the remainder made a tight hammer fit.

The timing chain sprocket holes in the centre coupling were also reamed out and new sprocketwheels and bolts fitted, a new chain also being fitted, the original chain being found to have several fractured links.

The Nos.1 to 5 connecting rods and bottom ends were removed complete, the crankpin lubricating oil holes satisfactorily blanked and the pistons hung up on special plates bolted to the guide bars. The air inlet manifold T. piece between Nos.5 and 6 cylinders was removed and suitable blanks fitted for isolating cylinders Nos.1 to 5, the Nos.1 to 5 fuel pumps were jacked up free of the cams and the starting air manifold to the forward 5 cylinder satisfactorily blanked, and the rocking levers were lifted off to permit the use of the rocking shaft should it be necessary to use the hand reversing gear located at the forward end of the engine.

On completion of this work, manoeuvring and sea trials, with the ship in a fully loaded condition, were carried out and considered satisfactory for a possible voyage to Hong Kong. Consequently, it is recommended the main engine crankshaft forward and aft sections of centre coupling be specially examined and dealt with as necessary on arrival Hong Kong to which Port the vessel is proceeding direct.

NOTE This Classification Report has been held back pending the decision being made on the future of the vessel, and the ship has now sailed fully loaded for Hong Kong, where, it is stated, she is to be sold for scrapping purposes but official confirmation of this will be forwarded in due course.

Ally

Repairs
Main engine cracks found in crankshaft centre coupling, forward section. Temporary repairs made by isolating the forward 5 units, some coupling (centre) bolts removed and trials held with satisfactory results; the Engineer recommended that main engine crankshaft forward and aft sections of centre coupling be examined and dealt with at Hong Kong since ship proceeding direct.



© 2021

Lloyd's Register Foundation

005377-005386-0006 2/2