

Rpt. 8

Port SYDNEY, N.S.W.

No. 130258

Date of writing Report 19/8/57 When handed in at Local Office 19/8/57 Received London
Survey held at SYDNEY, N.S.W. No. of Visits 8 First Date 30/7/1957 Last Date 27 AUG 1957 10/8/1957

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 79637 on the ~~Iron or Steel~~ ^{S.S.} ~~MSK~~ "TAIPING"
Built at Hong Kong By Whom H.K. & Whampoa Dkyd. Co. Ltd. When 1926 Tons gross 4324
Owners Australian Oriental Line Ltd. Owner's address (If not already in R.B.)
Managers --- Port of Registry Hong Kong
Surveyed Afloat or in Drydock Both Name of Dock Woolwich Date of last examn. in Drydock 7/8/57

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 30269 Port Syd
(To be filled in at Head Office.)

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged cause of which must be stated) should be separated from Repairs due to other causes, and, besides being detailed in the body of the Report, should be summarised in the form below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr.). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

| SHIP'S CLASS | | Machinery | |
|---|--|-----------|---------|
| Date of Special and of Drydocking Surveys, etc. | | | |
| 100 A1 | | LMC | 7,53 |
| D.D. 2,57 | | BS | 2,56 |
| S.S. Syd. 10,53 | | TS | 2,57 CL |
| (Dr) 9,49 | | | |

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined. Freeboard as marked on ship and now verified 2 ft. 9 3/4 ins.
Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR ADVANCEMENT OF SPECIAL SURVEY, ANNUAL LOAD LINE SURVEY AND REPAIRS.

Advancement of Special Survey.

Examined.

Nos. 3 & 5 tween deck spaces.

Chain locker, anchors and cables.

Examined (internally)

Settling Tank (s.s.)

Double bottom tanks Nos. 2, 6 & 7.

Tested

No. 4 Double Bottom tank (s.s.) in way of Settling Tank.

Repairs (W. & T.)

Upper deck stringer plates (p & s) at after end No. 3 tween decks renewed.

Upper deck plate (s.s.) at after end No. 3 tween decks doubled as necessary.

Shell plating in No. 5 tween deck (p & s) - cement chocks removed, local doublings

fitted between frames and cement chocks renewed.

CONTINUATION OVER/OR SHEET 2

| SUMMARY OF DAMAGE REPAIRS | Shell Plates | Frames | R. Frames | Floors and Bracket Floors | Inner Bottom Plates | Deck Plates | Beams | Other Items |
|--------------------------------|--------------|--------|-----------|---------------------------|---------------------|-------------|-------|-------------|
| Renewed | | | | | | | | |
| Removed and Faired or Repaired | | | | | | | | |
| Faired or Repaired in place | | | | | | | | |

Has a Survey also been held on machinery of the Ship? Yes Is Classification Certificate required? If so, to be sent to
If so, is the Report sent now, or when will it be sent? Has Interim Certificate been issued? yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this Survey, for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. 1,55".

This ship, as now seen, is in good condition and eligible, in our opinion, to remain as now classed with record of D.S. 8,57 subject to shell plates Nos. 10 & 11 from aft in D strake (p.s.) and No. 3 double bottom structure in way also shell plate No. 8 from forward in H strake (s.s.) being examined and dealt with as found necessary at next dry docking. The ship's class is also subject to all outstanding items attached thereto being dealt with as previously recommended.

J. Nell for I.M. PETER & self

(T. Nell)

Surveyor to Lloyd's Register of Shipping

Date of Committee THURSDAY 19 SEP 1957
Minute See Mel. 15338

Noted for Header



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Lloyd's Register Foundation

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TABLE 1

| PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR | | SURVEY | |
|--|-----------------------------------|---|---------------------------------------|
| Items | Now Examined YES NO or NONE | Tanks | Now Examined Internally Now Tested |
| Shell plating, sternframe and rudder cleaned, examined and recoated in drydock | Yes | F.P. Tank | |
| Rudder lifted | No | A.P. " | |
| Weather Decks, Superstructure and Casings | Yes | D.B. Tanks (indicate Oil Fuel) and Cofferdams | No. 4 (s.s.) Yes |
| Hatchways, Covers, closing and securing appliances | Yes | No. 2 O.F. | Yes |
| Ventilator coamings, skylights, companionways and closing appliances | Yes | Nos. 6 & 7 F.W. Fresh Water Tanks | Yes |
| Holds | | Deep Tanks | |
| Tween Decks Nos. 3 & 5 | Yes | Oil Fuel Bunkers and Settling Tanks | See Rpt. Yes |
| Fore Peak Spaces | | Side Tanks | |
| After " " | Yes | Wing Tanks | |
| Engine Space | | Other Tanks | |
| Boiler " " | | Cargo Tanks (Tankers) | |
| Under Engines and Boilers | | Cofferdams | |
| Tunnel and Well | | Pump Rooms | |
| Coal Bunkers | Yes | | |
| Chain Locker | | | |
| Other Spaces | | | |
| Have Tanks now Examined been Cleaned as Necessary? Yes | | | |
| Have Struts in Cargo Tanks (of Tankers) been removed? Yes | | | |
| Have Tanks been Retested as necessary after completion of any Repairs? Yes | | | |

Have the spaces now surveyed been cleared and cleaned as necessary? Yes

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes

Have the bilges been cleaned out and examined? Yes

Has steelwork had rust removed and afterwards been recoated as necessary? Yes

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? Yes

Has a Load Line Survey been held? Yes If so, state which Periodical

Have the shell and deck plating been drilled as per Rule? If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected? If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

| | | | | | |
|--|---------------|--|------|--|----------------|
| Shell plating | Good | Ceiling and Cargo Battens | | Sluice Valves examined and found | |
| " " in way of side scuttles | | Cement or Asphalt | | Air and Sounding Pipes | Good |
| Rudder and Sternframe | Good | Cargo and other Hatchways | Good | Doubling Plates under Sounding Pipes | see Rpt. Good |
| Decks | Good | Hatches and closing appliances | Good | Masts and Rigging examined and found | Good |
| Superstructures and their closing appliances | Good | Ventilators, their coamings and closing appliances | Good | Condition, how ascertained | from deck |
| Coamings and Casings | Good | Companionways and Skylights | Good | (State if wedges removed) | Good |
| Beams and Fastenings | see Rpt. Good | Shell Openings | | Chain Locker | |
| Frames | see Rpt. Good | Ash Shoots | | EQUIPMENT | |
| Reverse Frames | | Overboard Discharges and Scuppers | Good | Equipment Letter | |
| Longitudinals | | Freeing ports | Good | Anchors, No. of 3B 1S | Condition Good |
| Transverses | | Steering Gear (Main and Auxiliary) | Good | Cables (State if now ranged and examined) | Yes |
| Floors | see Rpt. Good | examined and found | Good | " length 270 fms mean diam. 1.14/16 | |
| Keelsons | see Rpt. Good | Windlass examined and found | Good | " (on board) Rule Length 270 fms Size 2.1/16 | |
| Stringers | | Pumps " " " | | Hawsers and Warps | Sufficient |
| Inner Bottom Plating | | W.T. Doors " " " | | State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach. Rpt. herewith | Yes |
| Bulkheads and Tunnel | | | | | |

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes See Below

REMARKS, REPAIRS, Etc. (Contd.) Repairs (W & T) cont. Shell plate (No. 2 hold p.s.) doubled locally above Refrigerator Circulating Sea Suction Valve.

Shell plate No. 8 from forward (s.s.) locally wasted below scupper discharge, now partially doubled. Owing to presence of oil in tank remainder of defective section could not be dealt with and it is recommended this plate be examined and dealt with as found necessary at next dry docking.

Cables ranged 2 lengths now renewed 2 lengths 1.14/16" diam. remainder 11.5/16 diam.

Odd minor repairs effected.

(Cont. next sheet)

Survey Fee £60. 0. 0
 Late Fee 6. 0. 0
 Special Damage or Repair Fee (if any)
 Travelling Expenses (if chargeable) 18/-

Second Surveyor's Fee (if any)
 Date when A/c. Rendered 14/8/57

S.S. "TAIPING".

Conditions of Class - see S.R.L. No. 152.

Grounding Damage.

It was noted that shell plates ^{10 & 11 aft} D₁ from between Nos. 2 & 3 double bottom tanks, were indented between frames. No. 2 double bottom tank examined internally and found in good condition. No. 3 double bottom tank was full of oil fuel and could not be examined. It is recommended that this tank be examined internally in way of the damage at next dry docking. Shell plating considered efficient meantime.

After peak tank top (s.s.) now doubled as necessary and it is recommended that this item may be deleted from S.R.L.

Indented side shell plating in J & K strakes (s.s.a.) now examined, considered to remain efficient but not dealt with at this time.

Starboard anchor shackle specially examined and considered to remain efficient. It was stated that a new shackle is on order in the U.K. and will be fitted when available.

Alterations.

A Costa Bulb has been fitted to the rudder and subsequently tested with satisfactory results. A copy of the plan of the bulb is forwarded herewith.

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