

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

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"

Tons gross 4324

Year 1926

Month 1

Built at Hong Kong

By Whom H.K. & Whampoa Dkyd. Co. Ltd.

When

Owners Australian Oriental Line Ltd.

Owner's address
(If not already in R.B.)

Hong Kong

Managers

Port of Registry

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.

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.

I. Nell for I.M. PETER & self

(T. Nell)

Surveyor to Lloyd's Register of Shipping

Date of Committee

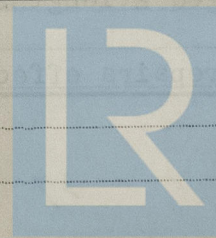
THURSDAY 19 SEP 1957

Minute

See Tel. 15338

J. & O'S. - 12/55-3000

Index for Header



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Lloyd's Register
Foundation

003503-003512-0231 1/3

Mel
24.9
Aunt

No. 30253

Equip. letter "w":

003503-003512-0231

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 appli- ances	Yes	No. 2 O.F. Nos. 6 & 7 F.W. Fresh Water Tanks	Yes Yes	
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks		
Holds		Oil Fuel Bunkers and Settling Tanks	See Rpt. Yes	
Tween Decks Nos. 3 & 5	Yes	Side Tanks		
Fore Peak Spaces		Wing Tanks		
After " "	Yes	Other Tanks		
Engine Space		Cargo Tanks (Tankers)		
Boiler " "		Cofferdams		
Under Engines and Boilers		Pump Rooms		
Tunnel and Well				
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?		
		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? Periodical

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

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

Have any alterations to the approved scantlings and arrangements now been effected? Yes 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	Good
" " in way of side scuttles	Good	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	Good
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, <u>Yes</u>	
Bulkheads and Tunnel				complete Report 8(Eq) and attach. Rpt. herewith	

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

Rpt. 9a.

Port of SYDNEY, N.S.W.

Continuation of Report No. dated 19/8/57

on the

S.S. "TAIPING".

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

Grounding Damage.

It was noted that shell plates ^{10s 11} ^{aft} 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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