

Rpt. 9

Date of writing report 13th June, 1961

Survey held at Aioi

Received London

No. of visits 3

Port KOBE

No. 9138

First date 7th June, Last date 12th June, 1961

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.B. 82431 Name M.V. "TAIHEI MARU"

Owners Kyoei Tanker K.K.

Managers -

Gross tons 11868 Date of build 2, 1952

Engines made Aioi By Harima Zosensho

Port of Registry Kobe

No. of Main Engines 1 No. of Screws 1

Type Oil Engine 2SA 10Cy 720 x 1250mm

No. of Main Boilers - W.P. -

Records of Survey &amp; Special Notations as per Register Book

No. of Aux./Donkey Boilers 2 Aux. W.P. 171 lbs

Surveyed Afloat or in Dry Dock Both

Nature of Survey CS &amp; ABS

Was Damage Report issued? No Int. Cert. Yes, BL-70874

Last Report (For Head Office only) copy attached.

Hull	Machinery
1100A1 oil tanker	11MC Engine CS 6,60
SS 4,56	Boiler A 5,60
DS 5,60	Tailshaft CL 5,60
	Steampipes 5,60

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 PropellersX Good Wear Down of Stern Bushes 2.7 mm Oil Glands None Sea Connections Not Exd.  
Fastenings Good Has Screwshaft Tubeshaft been drawn? No Date of Examination - Has Shaft been changed? -

MAIN ENGINES (2SA 10Cy I.C.) PORTX  
1 Cyls., Covers, Pistons XGOODX Nos. 4 & 10 Good XSTARBOARDX  
2 Valves & Gears Nos. 4 & 10 Good  
3 Connecting Rods, Top Ends & Guides { Side  
Centre Nos. 4 & 10 Good  
4 Crankpins & Bearings { Side  
Centre Nos. 4 & 10 Good  
5 Journals & Bearings Nos. 4, 9 & 12 Good

## MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons &amp; Rods

7 Connecting Rods &amp; Top Ends

8 Crankpins &amp; Bearings

9 Journals &amp; Bearings

10 Coolers &amp; Safety Devices

## MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons &amp; Rods Nos. 1 &amp; 4 Good

12 Connecting Rods &amp; Top Ends

13 Crankpins &amp; Bearings

14 Journals &amp; Bearings

15 Levers Nos. 1 &amp; 4 Good

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

## MAIN TURBINES

18 Casings, Rotors, Blading, Bearings &amp; Thrusts

## EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES &amp; HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS &amp; BEARINGS

24 INTERMEDIATE SHAFTS &amp; BEARINGS

25 HOLDING DOWN BOLTS &amp; CHOCKS

26 CONDENSERS (MAIN &amp; AUX.) Good (starboard side)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP &amp; MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS &amp; EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this ship so far as now seen is in an efficient condition and that in the case of this vessel the following survey records be made in the Supplement to the Register Book CS (with date) when the survey has been completed and ABS 6,61 and that her Machinery Classification Record be continued in the Book.

WEDNESDAY - 2 AUG 1961

Date of Committee

Decision ABS 6, 61



32 Essential Independent Pumps (Identify by position) Main S.W. pump(port side), Stand-by S.W. & F.W. pumps(port side), Aft feed pump(starb'd side), Bilge and ballast pump(starb'd side) Good

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 Inboard (port side) Good

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 Good 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) Port diesel generator engine Good

PROPULSION		ELECTRICAL EQUIPMENT	
PORT		STARBOARD	AUXILIARY EQUIPMENT
a	Generators		l 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 COBBES Port and Starboard 8-6-61

Superheaters Good

Safety Valves Good

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat. 171 lbs/in<sup>2</sup>  
Spt.

Boiler Securing Arrangements Good

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? Yes Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good

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)

Wear and Tear Repairs:-

Two cylinder liners of port diesel generator engine replaced with spare, due to worn. with approved cable

Electric cables under gangway between forecastle and midcastle badly corroded, renewed and led through steel pipe at this time

LEAVE THIS SPACE BLANK

Survey fees CS £ 72,750.-  
ABS 30,000.-

Damage fee ...  
Expenses... 5,500.-

Date when A/c rendered JUL - 4 1961