WRECK SECTION No. 269

14 NOV 1960

Rpt. 9

Date of writing report 31/10/60 Received London ..... Port CALCUTTA No. 19812

Survey held at CALCUTTA No. of visits 2 First date 16/10/60 Last Date 17/10/60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R. B. 82862 Name S.S. / M.V. "TAYBANK" Gross tons 5627 Date of build 1930 - 8

Owners Bank Line Ltd., Managers Andrew Weir & Co. Ltd., Port of Registry BELFAST.

Engines made Sld. By Workman Clark (1938) Ltd., Type 2 oil engines 2 SA each 5 Cy.

No. of Main Engines 2 No. of Screws 2

No. of Main Boilers ..... W. P. .....

No. of Aux/Donkey Boilers db W. P. 120 lb

Surveyed Afloat or in dry Dock AFLOAT

Nature of Survey DAMAGE

Was Damage Report issued? ..... Int. Cert? YES

Last Report (*For Head Office only*)

Records of Survey & Special Notations as per Register Book

Hull	*Machinery*
+100 Al	+LMC
with freeboard	CS.3-57
1/60	d.7-59
(Dr)12/52	CLp.4-58
ss. 3/57	s.2-57
DTs & tanks between tunnels	- vegetable oil.

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*		
3 Connecting Rods, Top Ends & Guides — *Centre*		
4 Crankpins & Bearings — *Side*		
4 Crankpins & Bearings — *Centre*		
5 Journal & 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 SHAFT & BEARINGS		
25 HOLDING DOWN BOLTS & CHOCKS		
26 CONDENSERS (MAIN & AUX.)		
27 STEAM RE-HEATERS		
28 DE-SUPERHEATERS		
29 STOP & MANŒUVRING VALVES		
30 MAIN ENGINE DRIVEN PUMPS		
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES		

Have Main Engines been tested working and manœuvring? .....

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in good order and eligible to remain as classed without fresh record of survey subject to the port propeller and fastenings being examined at the next drydocking. And to all other ...

If certificate is required state where to be sent

Date of Committee THURSDAY 24 NOV 1960

Decision As now, subject

Note Cal. (sub also as rules)

Noted for Header

A. McCourt

A. McCOURT

Engineer Surveyor to Lloyd's Register of Shipping

Clerk

Cal 211

© 2020 Lloyd's Register Foundation

002916-002922-0200

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*)

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD
a Generators		
b Exciters		
c Air Coolers		
d Motors		
e Air Coolers		
f Control Gear, Cables, etc.		
g Insulation Resistance		
h Insulating Oil Test		
i Overspeed Governors		
j Magnetic Couplings		
k Air Gap		

AUXILIARY EQUIPMENT

l Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators & Motors

s Navigation Light Indicators

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 Generators 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*)

Damage

Damage to port propeller stated sustained due to contact with lock wall when the vessel was leaving Kidderpore Dock on the 15th October 1960.

Ship examined afloat.

Now Done. 1st Propeller blade found turned over at tip for approximately 2'-0" on leading edge and about 1'-0" on trailing edge, distorted portion of blade cropped and dressed.

2nd Propeller blade turned back of trailing edge, for about 9" nothing done at this time.

3rd Propeller blade no damage found.

4th Propeller blade turned back on trailing edge over approximately 9"

An examination of the port propeller and fastenings were made by a diver and were reported satisfactory.

It is recommended that the propeller and fastenings should be again examined at the next drydocking, in the meantime considered satisfactory.

LEAVE THIS SPACE BLANK

Survey fees ... Damage Rs. 250/-
Sp: Attend: 16/10/60 Rs. 100/-

Damage fees ...

Expenses ... ... Rs. 20/-

Date when A/c rendered 31/10/60

© 2020 Lloyd's Register Foundation