

16 JUN 1960

Rpt. 9

Date of writing report 13/6/60.

Survey held at Oslo

Received London

Port Oslo

No. 9005

No. of visits 5

First date 14/5/60

Last date 23/5/60

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 32284 Name <sup>S.S.</sup> M.V. "TAI SHAN"

Owners Wilh. Wilhelmsen

Gross tons 6969

Date of build 10-1929

Engines made 1929 By Kockums Mek. Verkstads A/B, Malmö

Port of Registry Tønsberg

No. of Main Engines 2 No. of Screws 2

Type 2 Oil Engines MAN 4 SA. 8 cy.

No. of Main Boilers None W.P. -

Records of Survey & Special Notations as per Register Book

No. of Aux./Donkey Boilers 1 W.P. 135 lb.

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey CS. for General Exam. & SRL.

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

Last Report (For Head Office only)

Hull	Machinery
+ 100 A1	+LMC.
with freeboard fitted for	CS. 6/55
carrying oil 10/29 FP.	DBS. 3/59
above 150°F in Dt.	TS(CI)p. 7/58
D.S. 5/59	s. 5/59
S.S.(Dr.) 6/55.	

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.....

4 Crankpins & Bearings.....

5 Journals & Bearings.....

6 Cyls., Covers, Pistons & Rods.....

7 Connecting Rods & Top Ends.....

8 Crankpins & Bearings.....

9 Journals & Bearings.....

10 Coolers & Safety Devices.....

MAIN ENGINE DRIVEN AIR COMPRESSORS

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?.....

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen is in

good condition and eligible in my opinion to remain as classed with fresh record of

CS. with date when the survey has been completed and that the condition of class against

the port thrust shaft in way of flywheel be discontinued.

Date of Committee MONDAY 11 JUL 1960

Decision Deferred for comp. CS

50m, 6, 56. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

P. Person

Engineer Surveyor to Lloyd's Register of Shipping

S. Person.

Lloyd's Register Foundation

003223-003232-0229

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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 ..... Good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? ..... Good

35 Fresh Water Coolers ..... 36 Lub. Oil Coolers Port - Good ..... 37 Heaters (state service) .....

38 Independent Air Compressors, Coolers & Safety Devices .....

39 Air Receivers & Safety devices—Main Forward - Good. ..... 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	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 Megger tested - Good
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)**

**CS. for General Examination:-**

With reference to your letter classn(S) dated 25th March, 1960, all the parts mentioned in your letter to be opened up for Continuous Survey were examined, except the auxiliary air receiver and steam driven compressor, which had been dealt with at Genova in April last.

**Wear and Tear Repairs:-**

Port main engine Nos. 3 and 8 top end bearings remetalled.  
Starboard main engine no. 5 journal bearing remetalled.

**Condition of Class:-**

Specially examined the port main engine thrustshaft in way of flywheel and found good and it is recommended that the condition of class against this may now be discontinued.

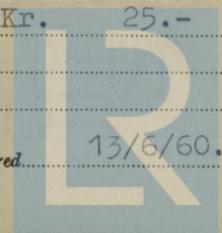
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Survey fees ... Kr. 450.-

Damage fee ...

Expenses... Kr. 25.-

Date when A/c rendered. 13/6/60.



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