

Rpt. 9

Date of writing report 13.2.57.

Received London

27 FEB 1957

Port Liverpool

No. 146265

Survey held at Birkenhead

No. of visits 4

First date 23.1.57.

Last date 7.2.57.

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 79824 S.S. Name M.V. "TANTIAN" Gross tons 293 Date of build 1914

Owners National Coal Board (North Western Div) Managers - Port of Registry Liverpool

Engines made 1914 By Shields Eng. Co. Ltd. Type Recip. C. 20y.

No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book

No. of Main Boilers 1SB W.P. 130

No. of Aux./Donkey Boilers W.P.

Surveyed Afloat or in Dry Dock Both

Nature of Survey Docking, B.S. T.S.

Was Damage Report issued No Int. Cert.? Yes

Last Report (For Head Office only)

Hull		Machinery	
LOOAL.	1,56.	IMC.	12,53.
S.S. Bwg. (Dr.)	12,53.	BS.	2,55.
		TS.CL.	12,53.N.
		s.p.s.	8,55.

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 the pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes Close fit Oil Glands - Sea Connections Good

Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 23.1.57. Has Shaft been changed? No

Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? No

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

5 Journals & 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 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 is eligible in my opinion

to remain as now classed with fresh records TS.CL 1,57 and MBS. 2,57.

LIVERPOOL 26 FEB 1957  
Date of Committee MBS 2.57  
Decision T.S. 1.57

Noted for Header

J.O.

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A.T. Mitchell  
Engineer Surveyor to Lloyd's Register of Shipping  
Lloyd's Register Foundation

003541-003548-0273

If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

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

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	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			
e Air Coolers			n Switchboards & Fittings
f Control Gear, Cables, etc.			o Circuit Breakers
g Insulation Resistance			p Cables
h Insulating Oil Test			q Insulation Resistance
i Overspeed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings			s Navigation Light Indicators
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN ..... 25.1.57. Good ..... AUXILIARY, DONKEY or PRESS .....

~~Superheaters~~ ..... Good

Safety Valves ..... Good

Mountings, Doors & Fastenings ..... Good

Safety Valves Adjusted to Sat. 130 lbs. per sq. in.

Spk. ....

Boiler Securing Arrangements ..... Good

Main Economisers ..... Exhaust Gas Heated Economisers .....

Steam Heated Steam Generators ..... Steam Generator Safety Valves Adjusted to .....

Were Oil Burning System & Economiser continued working in accordance with Rules? ..... 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)

BOILER REPAIRS. Boiler blow down valve renewed, minor repairs and renewals effected to the other mountings.

For identification the new G.M. blow down valve is marked Liv. 300 lbs. per sq. in. 31.1.57. ATM.

REPAIRS W. & T. Tailshaft liner skimmed up in lathe, neckbush renewed to suit and sterntube rewooded.

LEAVE THIS SPACE BLANK

*[Handwritten signatures and stamps]*

Survey fees TS..CL 73 — P  
 BS 75 — P  
 Repairs 74-40  
 Damage fee .....  
 Expenses... ..

Date when A/c rendered.....