

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES & BOILERS

(Received at London Office 20 MAY 1949)

Date of writing Report 23-4-49 19... When handed in at Local Office 23-4-49 19... Port of BOMBAY

No. in Reg. Book. 76854 Survey held at BOMBAY Date. First Survey and Last Survey 23-3-1949 (No. of Visits 1)

Tonnage { Gross 10000 Net 6154 Vessel built at Newcastle By whom Hawthorn Leslie & Co, Ltd When 1923 9
Engines made at " By whom " " " When 1923
Boilers, when made (Main) 1923 (Donkey) -
Owners British India S.N.Co, Ltd. Owners' Address
Managers Port Glasgow Voyage U.K. (IN Tow)
If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. *for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired	Machinery and Boiler surveys (including date of N.B., if any)
+ 100 AI 7.48		+ IMC 7.44
With freeboard		B.S. 7.48
Examined 6.47		TS CL 6.47
S.S. Cal. No.3.2.35		
S.S. Bom. No.1.41		

Particulars of Examination and Repairs (if any) General Examination

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules.) State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case. 4/3/49. Secretary

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by any one else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If this was not done, state for what reasons.

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner?

Has shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used? Has it a continuous liner?

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Please see Secretary's letter, dated 4-3-1949.
It was stated that this vessel has been sold for breaking up and would be towed to the United Kingdom.
The vessel was examined generally for Load Line Renewal and for the purpose of easy towing the after most crankshaft coupling was disconnected.
It was proposed to have one boiler under steam and one as a stand by for the auxiliaries. In the circumstances these two boilers were examined under steam and found satisfactory. (Note the boiler survey is not due).
The pumps were examined under working conditions and the generators examined under load. A general examination made of the Switch gear, fuses, cables and fillings and found same efficient.

General Observations, Opinion, and Recommendations:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

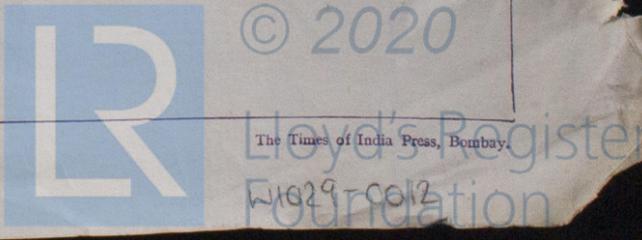
Submitted for the information of the Committee.

Survey Fee (per Section 29) £... Fees applied for...
Special Damage or Repair Fee (if any) £... (per Section 29) Received by me, ...
Travelling expenses (if chargeable) £...

FRI. 17 JUN 1949

J. H. Noel
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned Deferred



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

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to...

watertight bulkheads and part of the tank top were accessible and parts seen were

REPORT OF SURVEY FOR DEPARTMENT OF ENGINEERS & ARCHITECTS

U.S.S. "TALIA"
No. 1000
Date: 1923
Location: ...

RETAIN

RETAIN

