

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report 19... When handed in at Local Office 19... Port of ALEXANDRIA  
No. in Survey held at ALEXANDRIA Date, First Survey 15.6.43 Last Survey 18.6.43 19...  
Book. (No. of Visits 2)

14226 on the Machinery of the Wood, Iron or Steel S.S. "TALAMBA"

Age { Gross 8018 Vessel built at Newcastle By whom Hawthorn Leslie & Co. Ltd. Year 1924 Month 10  
Net 3844 Engines made at Newcastle By whom Hawthorn Leslie & Co. Ltd. When 1924 10  
Final Power 1376 Boilers, when made (Main) 1924 10 (Donkey)  
of Main Boilers 7 Owners British India Stm. Nav. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register-Book.)  
of Donkey Boilers n Pressure Main Boilers 215 Managers Port London Voyage  
Donkey Boilers If Surveyed Afloat or in Dry Dock Afloat (State Name of Dock.)

Report No. 2738 Port ALX.

Particulars of Examination and Repairs (if any) MACHINERY REPAIRS

Periodical Surveys, when held, must be reported in detail and serially 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.

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 anyone 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?

What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

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

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

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

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the 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. Is electric light and/or power fitted?

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.

The Port Main feed pump (Weirs) water chamber found to be fractured about 1 in. in length vertically under column lug.

As this vessel was urgently required it was recommended that flat bar clamps be fitted round water chamber.

As recommended 2 flat bar clamps were now fitted 3 ins. broad x 1/2 in. and top clamp fitted over fracture with asbestos cloth between clamp and chamber.

The pump was now tried under working conditions and found to be efficient meantime.

The Starboard Main feed pump (Weirs) was also tried under working conditions and found satisfactory.

It was now recommended that the water chamber be permanently repaired on the vessel's return to Alexandria.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is eligible

(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, etc.; thus, for example, E.S. 9,11, B. & M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., etc.)

In my opinion to remain as at present classed in the Register Book subject to permanent repairs to the water chamber of the Port Main Feed Pump on the vessel's return to Alexandria.

Survey Fee (per Section 29) £ 6.142

Special Damage or Repair Fee (if any) (per Section 29.) £ :

Printing expenses (if chargeable) £ 487

Committee's Minute

Signed R. K. now subject

Stamp: FRI 23 JAN 1944

Received by me, £ 19

Stamp: Lloyd's Register of Shipping

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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 A.I. with freeboard 11.42		+LMC 3.30 BS 4.42 3.43 TS CL S12.39 P10.40
ss. H. Kg. N°3-3. 38	Examined 3.43	
Fitted for oil fuel above 150° F.		10.25 F.P.



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

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

Water chamber of fore main feed  
pump found cracked. A temporary  
repair effected; and the Surveyor  
recommends ~~it~~ to be permanently  
repaired on vessels rebuilt.

It is submitted that  
this vessel is eligible to  
remain as **CLASSED** subject  
as now recommended.

pl  
26/1/44.

