

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

(Received at London Office)

JUL 1925

Date of writing Report July 9th 1925 When handed in at Local Office

Port of Calcutta

No. in Reg. Book

Survey held at

Calcutta

Date, First Survey July 2ndLast Survey July 2nd 192534006 on the Machinery of the ~~Wood Iron~~ Steel Vessel S. S. "TAKLIVA"Tonnage { Gross 7963
Net 3742

Vessel built at Glasgow

By whom Barclay Curle & Co.

When 1924-7

Nominal Horse Power 1376

Engines made at - Clitho -

By whom - Clitho -

When 1924

No. of Main Boilers 7

Boilers, when made (Main)

1924

(Donkey)

No. of Donkey Boilers 1

Owners British India Steam Navigation Co. Ltd. New: Gold Port London

Voyage

Steam Pressure in Main Boilers 215

If Surveyed Afloat or in Dry Dock

(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.

Year Assigned now expired.

Machinery and Boiler Surveys (including date of N.B., if any).

+100 A.I. 11.24 with freeboard.

+L.M.C 7.24 C.L.

Fitted for oil fuel 7.24 E.P. about 150°

Last Report No. 5112 Port Cal

Particulars of Examination and Repairs (if any) 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.)

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 anyone else? If so, by whom?

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

Do. " Donkey " "

this was not done, state for what reasons?

Boilers not due.

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?

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 Boiler?

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

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

Has 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 shaft now been changed?

If so, state reasons

Has shaft now fitted new?

Has it a continuous liner

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the distance between flange of bearing metal of stern bush and top of after bearing of screw shaft?

Vessel afloat complete.

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

How done: Witnessed hydraulic test to 500 lbs sq on new throttle valve casting.

General Observations, Opinion, and Recommendation:—The machinery of this vessel

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, E.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

is as far as now seen is in good condition and eligible in my opinion to remain as classed without fresh record.

Fee (per Section 28) Rupees 60/-

Damage or Repair Fee (if any) (per Section 28.)

Other Expenses (if chargeable)

Fees applied for

8/7/1925

Received by me,

10

Committee's Minute

FRI. 31 JUL 1925

signed

As now

FRI. 20 AUG 1925

L. Peskett

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

W288-0081

Is a Certificate required

Throttle valve cases covered

is submitted that
asset is eligible to
remain as CLASSED.

H.
28/7/25.

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.



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