

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

(Received at London Office *27 JUL 1925*)

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

No. in Reg. Book *34006* Survey held at *Bombay* Date, First Survey *July 2nd 1924* Last Survey *July 2nd 1925*
34006 on the Machinery of the ~~Wood Iron or Steel~~ *Iron* *S. S. TAKLIWA* (No. of Vessel *one*)

Tonnage { Gross *7963* Vessel built at *Glasgow* By whom *Bareilly Curle & Co* When *1924-7*
Net *3742* Engines made at *- elitto -* By whom *- elitto -* When *1924*
Nominal Horse Power *1376* Boilers, when made (Main) *1924* (Donkey) *✓*
No. of Main Boilers *7* Owners *British India Steam Navigation Co Ltd* Voyage *✓*
No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *✓*
Steam Pressure in Main Boilers *215* (State name of Dock.)
in Donkey Boilers *✓*

Last Report No. *5112* Port *Cal*

Particulars of Examination and Repairs (if any) *Repairs.*

(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.)

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? *No*

Do. " " Donkey " " " *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? *✓*

Has the Surveyor examined the Safety Valves of the Main Boiler? *✓* To what pressure were they afterwards adjusted under steam? *✓*

Has the Surveyor examined the Safety Valves of Donkey Boiler? *✓* To what pressure were they afterwards adjusted under steam? *✓*

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? *✓* and of the Donkey Boiler? *✓*

Has the Surveyor examined the drain plugs of the Main Boilers? *✓* and of the Donkey Boiler? *✓*

Has the Surveyor examined all the mountings of the Main Boilers? *✓* and of the Donkey Boiler? *✓*

Has the screw shaft now been drawn and examined? *No* Is it fitted with continuous liner? *Yes* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *No*

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

Has the 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? *✓*

Has the distance betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft? *Vessel afloat complete.*

Has the Surveyor examined the distance betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft? *✓*

Has the Surveyor examined the distance betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft? *✓*

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Has the Surveyor examined the distance betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft? *✓*

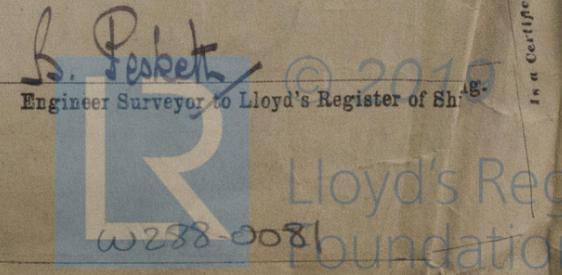
Has the Surveyor examined the distance betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft? *✓*

Has the Surveyor examined the distance betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft? *✓*

General Observations, Opinion, and Recommendation:— The machinery of this vessel 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/-* Fees applied for *8/7/1925*
Damage or Repair Fee (if any) *£* Received by me, *10*
Sundry Expenses (if chargeable) *£*

Committee's Minute *FRI. 31 JUL 1925*
Signed *A. now*



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

Throttle valve case covered

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.

is submitted that
asset is eligible to
remain as CLASSED.

H.
28/7/25.



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