

Rpt. 9

Date of writing report 20th August, 1957.
Survey held at Fremantle. W.A.Received London
No. of visits 3.

31 AUG 1957

Port Fremantle. W.A. No. 1093.
First date 13th August Last date 16th August

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 66681. Name M.V. T.S.M.S. "KOOLINDA"
Owners Government of Western Australia. Managers
Engines made 1926. By Harland & Wolff Ltd., Glasgow. Type 4 SA.
No. of Main Engines 2. No. of Screws 2.
No. of Main Boilers W.P.
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock Afloat.
Nature of Survey Machinery Repairs and Part Machinery Survey.
Was Damage Report issued? Int. Cert?
Last Report (For Head Office only) 1080 FRE

Gross tons 4227. Date of build 1926.
Port of Registry Fremantle. W.A.

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100A1 with freeboard.	L.M.C. CS 5/54.
	Blrs ---
	TSCCL p & s 3/55.
ss Bsb (Dr) 4/53.	

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

NO. 1080 FRE
Has a Survey also been held on Ship?
If so, is the Report sent now, or when will it be sent?

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft/Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1. Cyls., Covers, Pistons & Rods No. 3 & 6 - Good.

2. Valves & Gears No. 3 & 6 - Good.

3. ~~Connecting Rods~~ Side
Top Ends & Guides Centre No. 3 & 6 - Good.4. Crankpins & Bearings Side
Centre5. ~~Exhaust Manifold~~ Exhaust Manifold - Good.

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. This vessel's machinery so far as seen is in good condition, eligible in my opinion to remain as classed and have record of Continuous Survey with date, subject to Port Main Engine exhaust manifold inner casing, second section from ford. being dealt with as necessary by the next Special Survey.

TUESDAY 17 SEP 1957

Date of Committee

Decision

Deferred for comp CS (by 4.58)

H.B. Gratie (Sgd) H. B. Gratie.
Engineer Surveyor to Lloyd's Register of Shipping

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32 Essential Independent Pumps (Identify by position) Fuel Oil Transfer - Good.
Ballast - Good.

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

40 Auxiliary

39 Air Receivers & Safety devices - Main

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators

43 Have Evaporator Safety Valves been tested under steam?

46 Fire Extinguishing Arrangements

44 Steering Machinery

45 Windlass

AUXILIARY ENGINES (Identify by position) Port Aft - No. 1 Journal & Bearings - Good.
Port Ford. - Good.

ELECTRICAL EQUIPMENT

PROPULSION

PORT

STARBOARD

AUXILIARY EQUIPMENT

a Generators

1 Generators & Governors

b Exciters

m Motors

c Air Coolers

n Switchboards & Fittings

d Motors

o Circuit Breakers

e Air Coolers

p Cables

f Control Gear, Cables, etc.

q Insulation Resistance

g Insulation Resistance

r Steering Gear Generators and Motors

h Insulating Oil Test

s Navigation Light Indicators

i Overspeed Governors

j Magnetic Couplings

k Air Gap

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

AUXILIARY, DONKEY or PRESS

MAIN

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Exhaust Gas Heated Economisers

Main Economisers

Steam Generator Safety Valves Adjusted to

Steam Heated Steam Generators

Forced Circulating Pumps

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

Funnel

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

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)

Port Main Engine exhaust manifold inner casing second length from ford. found to have two holes approximately $\frac{1}{2}$ inch in diameter wasted through.

Casing temporarily repaired by fitting plates secured by bolts.

It is recommended that the manifold be dealt with as necessary at the time of the next Special Survey.

An examination made of the Port Ford. Auxiliary Engine for damage stated to have been caused by broken bottom end bolts on No. 3 unit.

FOUND NO. 3 UNIT. Two bottom end bolts broken, crankpin marked, piston skirt broken and engine entablature fractured on inboard side.

NOW DONE. Two new spare bottom end bolts fitted, crankpin honed up, new piston fitted, fractures in entablature repaired by Metalock process.

Connecting rod tested and found in order. No. 4 and 5 Main bearings and Journals opened out and examined.

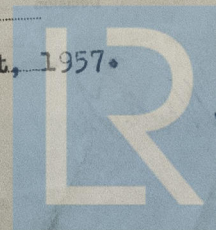
LEAVE THIS SPACE BLANK

Survey fees £20. 0. 0d.

Damage fee

Expenses

Date when A/c rendered 20th August, 1957.



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