

Rpt. 9

Date of writing report 20th August, 1957.

Received London

31 AUG 1957

Port Fremantle, W.A.

No. 1093

Survey held at Fremantle, W.A.

No. of visits 3

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"

Gross tons 4227

Date of build 1926

Owners Government of Western Australia. Managers

Port of Registry Fremantle, W.A.

Engines made 1926. By Harland & Wolff Ltd., Glasgow.

Type 4 SA.

No. of Main Engines 2. No. of Screws 2.

Records of Survey & Special Notations as per Register Book

No. of Main Boilers W.P.

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

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

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. 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 Centre

5. ~~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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts.

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
 Referred for Comp CS (by 4/58)

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



Lloyd's Register Foundation

013409-013416-0235

White

Amis

Noted for order

If certificate is required state when

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
39 Air Receivers & Safety devices—Main
40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators
43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery
45 Windlass
46 Fire Extinguishing Arrangements

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			
c Air Coolers			m Motors
d Motors			n Switchboards & Fittings
e Air Coolers			o Circuit Breakers
f Control Gear, Cables, etc.			p Cables
g Insulation Resistance			q Insulation Resistance
h Insulating Oil Test			r Steering Gear Generators and Motors
i Overspeed Governors			s Navigation Light Indicators
j Magnetic Couplings			
k Air Gap			

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

MAIN
AUXILIARY, DONKEY or PRESS

Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to { Sat.
Spt.
Boiler Securing Arrangements
Main Economisers
Exhaust Gas Heated Economisers
Steam Heated Steam Generators
Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

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)

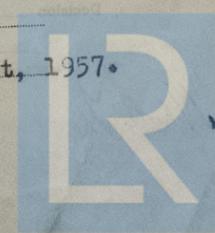
Port Main Engine exhaust manifold inner casing second length from ford. found to have two holes approximately 1/2 inch in diameter wasted through.
Casing temporarily repaired by fitting plates secured by bolts.
It is recommended that the manifold be dealt with as necessary at the time of the next Special 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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