

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

15 JUN 1936

(Received at London Office)

Date of writing Report 15<sup>th</sup> May 1936 When handed in at Local Office 15<sup>th</sup> May 1936 Port of FREMANTLE, W.A.

No. in Reg. Book. 21137 Survey held at Fremantle Date, First Survey 13<sup>th</sup> May Last Survey 14<sup>th</sup> May 1936 (No. of Visits One (Continuous))

on the Machinery of the Wood, Iron or Steel Twin Screw Steamer "BARRABOOL"

Tonnage { Gross 13062 Vessel built at Belfast By whom Harland & Wolff Ltd When 1922 3 Mo.  
 { Net 10084 Engines made at Belfast By whom Harland & Wolff Ltd When ✓  
7939 Boilers, when made (Main) (Donkey)

Nominal Horse Power 1543 Owners R40 Steam Navigation Co. Owners' Address Port Belfast Voyage London via Australian Ports

No. of Main Boilers 2 DB Managers ✓ If Surveyed Afloat or in Dry Dock Afloat (State name of Dock) Alongside Victoria Quay

No. of Donkey Boilers 3 SB Steam Pressure in Main Boilers ✓ in Donkey Boilers ✓

Last Report No. 3260 Port Belfast

Particulars of Examination and Repairs (if any) Tail Shaft & Stern Tube

(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?

" " Donkey " " " "

If this was not done, state for what reasons?

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?

State 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 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 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 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?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. This survey was made for the purpose of noting condition of Starboard Tail Shaft, Stern Tube & Gland. It is stated that this is the second occasion on which this Stern Gland required packing since leaving London on this present voyage. The previous occasion being at Colombo. For further particulars see Log Books. With the vessel afloat alongside Victoria Quay. Upon examination of the after stern bush of this Starboard Shaft by a certified Marine Diver, found that the distance between the top of the shaft and the bush was 3/16" (Three sixteenths). After the packing was withdrawn from the stern tube gland it was noticed that the wood bushing at the back of the stuffing box appeared to be in good order, with only approximately 1/16" (one sixteenth) wear down at this position. The shaft liner in way of the stuffing box also appeared to be in good order. New gland packing was seen fitted. Recommended that, as the "wear down" was not considered to be excessive, the vessel proceed as usual. An interim Certificate has been issued to the effect that the classification be retained in the Register Book, subject to a further examination of this Starboard Shaft, Stern Tube and Gland being made by a Surveyor to this Society should the new packing be found to fail in service during the present voyage to London via Australian Ports.

General Observations, Opinion, and Recommendation:—

(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, B.S. 9.11, B.M.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

Recommend in the case of this vessel's machinery that the classification be retained in the Register Book subject to the provisions mentioned in the interim Certificate being complied with.

Survey Fee (per Section 29) £ : : Fees applied for 15<sup>th</sup> May 1936  
 Special Damage or Repair Fee (if any) (per Section 29.) £ 7 : 7 : -  
 Travelling expenses (if chargeable) £ : 12 : 6 Received by me, 19

Committee's Minute

Assigned Not for Classification Committee

Wm. G. Davies  
 Engineer Surveyor to Lloyd's Register of Shipping.

W1261-0100

Lloyd's Register  
 Foundation