

Rpt. 9.

No. 5840

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

(Received at London Office TUE 23 APR. 1918)

Date of writing Report 25. 2. 1918 When handed in at Local Office 25. 2. 1918 Port of Sydney, N.S.W.

No. in Reg. Book. Survey held at Sydney, N.S.W. Date, First Survey 14. 2. 18 Last Survey 22. 2. 1918

246. on the Machinery of the Wood, Iron or Steel S. S. Barunga Master R. Wilson

Tonnage Gross 7484 Net 4672 Vessel built at Hensburg By whom Hensburgs Schiffe G. et When 1913-6

Registered Horse Power 836 Engines made at Hensburg By whom Hensburgs " " When 1913

No. of Main Boilers 4 Boilers, when made (Main) 1913 (Donkey)

No. of Donkey Boilers 1 Owners Reg. by Gen. of Australia Port London Voyage U.K. via Port

Steam Pressure in Main Boilers 213 If Surveyed Afloat or in Dry Dock Both Cockatoo Dry Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 1 (State name of Dock.) Sydney Harbour

Last Report No. Port

Particulars of Examination and Repairs (if any) Propeller

(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.)

CHARACTER. No. 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).
* 10091 1.14		* L.M.C. 316 J.S.S. 8.17 MS 10.17 BS 8.17

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 " " " " " ✓

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? ✓

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? no Is it fitted with continuous liner? ✓ or two liners? or is it without liners?

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

Is the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8 full

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

This vessel placed in dry dock. propeller, outer end of stern bush & fastenings examined & found in order

The propeller shaft of this vessel was seen here in Sydney 8.17 See Sydney Report no 5686 Dated 16. 8. 17

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

This vessels machinery is now in good condition eligible in my opinion to remain as classed.

Survey Fee (per Section 98) £	Fees applied for
Special Damage or Repair Fee (if any) (per Section 98.) £	19
Travelling Expenses (if chargeable) £	Received by me, 19

Wm Robertson Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 30 APR. 1918

Assigned As now



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

In a Certificate required? If so, to be sent to

It is submitted that
this report is desirable to
remain as CLASSED.

S.M.
23.4.18.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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