

31 MAY 66

Ship's Name ~~SS/XX~~ DREDGE "W.D. ATLAS"

LR523313

Port of Registry London

Port Whyalla

Gross Tons 746

Date of build 8-1949 Is there a rpt. 8? Yes

Rpt. No. 871.

No. of visits Seven (7) First date 23/4/66

Last date 10/5/66

Interim Cert. issued & copy herewith? Yes.

Damage rpt. issued & copy herewith? No. (Last rpt. (H.Q. only)

Date of completing rpt. 16/5/66

Surveyed at, if different from Port above -

Is a rpt. 9B attached? Yes

MN (185)

Nature of survey & Repairs & MBS. Machy. Examination

Survey fees

Damage fee -

Expenses \$6-00

ST/Machy. Rprs. \$40-00
Machy. Exam. \$12-00
MBS. \$76-00

S.A. fee -

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1	Cyls., covers, pistons & rods	
2	Valves & gears	
3	Con. rods, cross-heads, bearings & guides centre	Side
4	Crankpins & bearings centre	Side
5	Journals & bearings	

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6	Cyls., Covers, pistons & rods	7	Con. rods, crossheads and bearings
8	Crankpins & bearings	9	Journals & bearings
10	Coolers & safety devices		

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11	Cyls., covers, pistons & rods	12	Con. rods, crossheads and bearings
13	Crankpins & bearings	14	Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

15	Casings, rotors, blading, bearings & thrusts	16	Lever
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17	Reduction gearing		
18	Scavenge blowers	19	Superchargers

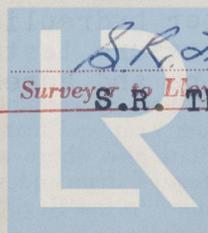
I recommend that the machinery of this ship remain as classed with/without fresh record of MBS 5,66 noted in the Supplement to the Register Book without the conditions of class relating to the steering machinery.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

S.R. Thomas
Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

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fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

been effected or it is considered that re-examination or repairs should be made before that date a distinguishing mark that should be inserted against the item and the circumstances and action taken or recommended described

The condition of any item is to be described as "good" only when it 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 repairs have

20	Exhaust steam turbine (with recip. eng.)	21	Thrust blocks shafts & bearings	} State Port P. or Starboard S.		
22	Steam compressors	23	Intermediate shafts & bearings			
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)			
26	Steam re-heaters	27	Air ejectors (main & aux.)			
28	De-superheaters	29	Forced &/or induced draught fans			
30	Stop & manoeuvring valves	31	Holding down bolts & chocks		32	Detuner or vibration damper
33	Main engine driven pumps					
34	Crankcase doors & explosion relief devices	35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)			

36 Essential independent pumps

37 Bilge, ballast & oil fuel suction lines, fittings & controls

Have the remaining piping arrangements & fittings in the machinery space been examined as considered 38 necessary?

39 Fresh water coolers

40 Lub. oil coolers

41 Heaters (state service)

42 Feed water filters

43 Auxiliary air receivers & safety devices

44 Starting air pipes

45 Main air receivers & safety devices

46 Independent air compressors coolers & safety devices

47 Oil fuel tanks (not forming part of the hull structure)

48 Have all evaporators safety valves been tested under steam?

49 Evaporators HP & LP

50 Distillers

51 Fire extinguishing arrangements

52 Steering machinery

53 Windlass

Identify by position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

S.R.L. No.251 "Steering machinery holding down bolts to be hardened up or renewed as necessary, all steering machinery hydraulic pressure pipes to be annealed and tested, the steering machinery relief valves to be overhauled and adjusted and extension shaft between steering machinery and upper deck to be specially examined for possible twist before departure Whyalla" (Also, refer Whyalla Rpt. 9A, No. 840 dated 8/12/65).

Steering Machinery Repairs:-

The holding down bolts found slack and upon removal holes found worn. All holes now reamed and new holding down bolts satisfactorily fitted.

All the copper hydraulic pressure pipes have now been satisfactorily pressure tested to 2000 p.s.i. following the renewal of one pipe and annealing. Also, the distribution

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.

block was similarly tested and its relief valves overhauled and set to operate at approx. 900 p.s.i.

The extension shaft between the steering machinery and the upper deck was specially examined and found in order.

Following the fitting of a new rudder stock and modifications to the rudder (For further particulars, please refer to Rpt. 8, No. 871 forwarded herewith), the steering machinery was examined under working conditions on local hand control, normal bridge control and bridge transmitter pump control and all found in order.

It is recommended that the above conditions of class in respect of the steering machinery now be deleted.

Examination of Emergency Rustin Diesel Generator Set.

At the request of the Owner's Superintendent, made an examination of the battery electric start emergency diesel generator set (12 KW), following repositioning in the Boiler Room, s.s.f., after its removal from the Hold and Winch Room, forward. The set has now been satisfactorily secured on a fabricated structure electric welded fore and aft on the floors and so formed to contain any oil fuel leakage. The electrical wiring arrangements to the switchboard in the E.R. have been retained in that the original wiring passing through the B.R. bulkhead, s.s., to the hold forward has been shortened as necessary and reconnected and secured in accordance with the Rules to the generator in the B.R. Upon satisfactory completion of the forementioned alterations, the set was examined under working conditions and found in order.

.....*S.R. Thomas*.....
(Sgd). S.R. Thomas.

Surveyor to Lloyd's Register of Shipping.



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