

Rpt. 9

Date of writing report 14/12/57
Survey held at SYDNEY N.S.W.

Received London
No. of visits 5

Port
First date 1.11.57 Last date 6.12.57
No. 30546

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 26778 Name ~~SS~~ M.V. Steel Screw Tug "ST HILARY" Gross tons 390 Date of build 1919
Owners Waratah Tug & Salvage Co. Pty. Managers -- Port of Registry Newcastle N.S.W.
Engines made 1919 By Ltd., Lytham S.B. & E. Co. Ltd. Type T. 3cyl.

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 W.P. 180 lbs/sq in
No. of Aux./Donkey Boilers W.P.

Surveyed Afloat or in Dry Dock Both
Nature of Survey Dkg. BS & Repairs

Was Damage Report issued? no Int. Cert.? yes

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+A1	4LMC 8,54
for towing purposes	BS 9,56
9,56	TS 7,540G
SS NSW 8,55	

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.

DOCKING Propellers/ good Wear Down of Stern Bushes / .040" Oil Glands Good Sea Connections
Fastenings good Has Screwshaft/Tubeshaft been drawn? yes Date of Examination 2.12.57 Has Shaft been changed? no
Has Shaft now fitted been previously used? yes Has Shaft now examined/fitted a continuous liner? No Approved oil gland? Yes

MAIN ENGINES (Recip. Steam or L.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, { Side
Top Ends & Guides { Centre

4 Crankpins & Bearings { Side
{ Centre

5 Journals & Bearings

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 as far as seen is now in good condition eligible in my opinion to remain as classed and to have the Record MBS 12,57 and T.S. (O.G.) 12,57 made in the Register Book.

Date of Committee

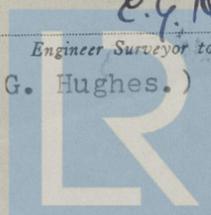
Decision

MBS 12,57

TS 12,57

RPT. 9-J. & O'S. - 3000-3/57 - PRINTED IN AUSTRALIA

E.G. Hughes
Engineer Surveyor to Lloyd's Register of Shipping
(E.G. Hughes.)



Lloyd's Register Foundation

005325-005336-0024

If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent

- 32 Essential Independent Pumps (Identify by position).....
- 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).....

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	PORT	STARBOARD
a Generators		AUXILIARY EQUIPMENT	
b Exciters		l Generators & Governors	
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 Both good (2.12.57)..... AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves Both Good.....

Mountings, Doors & Fastenings Both good.....

Safety Valves Adjusted to { Sat. 180 lbs/sq. inch.
Spt.

Boiler Securing Arrangements Good.....

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 Good.....

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)

Repairs: Shell plates of both boilers found heavily corroded over approx. 5 feet under and in way of low fires. Corrosion extended back approx. 8" and rivets in way leaking and badly wasted and many built up with E.W. As recommended and now done:- Shell cropped out as marked approx. 5' 6" x 12". New sections fabricated and examined in place when edges prepared, after welding and rivet holes reamed and again on completion of riveting and under steam.

Now also done: 4 smoke tubes in low fire of after boiler and 3 in stbd. fire of fwd. boiler renewed. Now tested check valve chest fitted to after boiler.

LEAVE THIS SPACE BLANK

Bocking, screwshaft seen
MBS due 9/57 now held
some repairs

It is submitted that this vessel is eligible for THE RECORD. TSOG 12/57 MBS 12/57

988
6/1/58
Before this case

Survey fees £33.0.0. B.S.
Sch. Shaft £5.0.0.
Damage fee
Expenses

Date when A/c rendered 14/12/57