

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.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 26778 Name ~~S.S.~~ 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/Tabs shaft 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 { Centre4 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

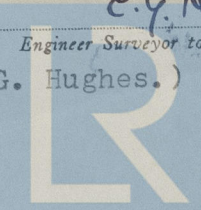
Decision

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

005325-005536-0024

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 | | |
| a Generators | | | AUXILIARY EQUIPMENT |
| b Exciters | | | 1 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

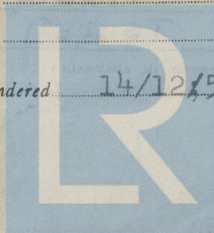
Survey fees £33.0.0. B.S.

Sch. Shaft £5.0.0.

Damage fee

Expenses

Date when A/c rendered 14/12/57



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Lloyd's Register Foundation

Boeking, 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 0000
6/1/58

Before this case