

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

(Received at London Office

Date of writing Report 7/8/53 19 When handed in at Local Office 7/8/ 1953 Port of SYDNEY N.S.W.

No. in Survey held at SYDNEY N.S.W. Date: First Survey 1/7/53 Last Survey 31/7/ 1953

Reg. Book 51687 on the Machinery of the Wood, Iron or Steel T.S.S. "ARAKOON" (No. of Visits 3)

Tonnage Gross 875 Vessel built at Pt. Glasgow By whom Lithgows Ltd., When 1926 Month 9

Net 374 Engines made at Glasgow By whom D. Rowan & Co. Ltd., When 1926

Nominal Horse Power -- Boilers, when made (Main) 1926 (Donkey) --

No. of Main Boilers 2 Owners North Coast Stm. Nav. Co. Ltd., Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers -- Managers Port SYDNEY N.S.W. Voyage

Steam Pressure in Main Boilers 180lb If Surveyed Afloat or in Dry Dock Afloat & Morts Slipway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers -- (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking & B.S.

(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. * for Special Survey Date of last Survey and of Periodical surveys	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
BS		MBS 7,51
with freeboard		Blrs 7,51
8,51		m.s.p. 7,51
A.S. 7,51		T.S.C. 1,51
S.S. Syd. 7,51		
LAID UP- SURVEYS OVERDUE		

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? yes

" " " Donkey " " " ?

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

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 P & S 1/7/53 Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? -- To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? --, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? no Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? yes

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush P & S 1/32 electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Now Done. Propeller

outer end of stern bushes and outside fastenings of sea connections examined.

Both boilers examined internally and externally with mountings and safety valves adjusted under steam as above.

The main and auxiliary machinery examined as far as practicable and tested under working conditions.

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.)

CS 3,34,

This vessel's machinery, so far as seen, is in good condition and, in my opinion, is eligible to remain as classed and to have record of BlrS. 7,53.

Survey Fee (per Section 29) B.S. £ 16 : 0 : 0 Fees applied for, 6/8/ 1953

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute TUESDAY 15 SEP 1953

Assigned B.S. 7,53

Engineer Surveyor to Lloyd's Register of Shipping.



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008096-008100-0137

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

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

B.L.P. due 7.52 now held

It is submitted that this
vessel is eligible for THE
RECORD B.L.P. 7.53.

Pen

8.9.53

✓ delete
Suezops number



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