

DISCLOSED SECTION

DISCLOSED SECTION No.

No. 285 12

Rpt. 9. No.

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

(Received at London Office 27 SEP 1955)

Date of writing Report 16/9/ 19 55 When handed in at Local Office 16/9/ 19 55

Port of SYDNEY N.S.W.

No. in Reg. Book 75995 Survey held at SYDNEY N.S.W. Date: First Survey 7/9/55 Last Survey 7/9/ 19 55 (No. of Visits 1)

on the Machinery of the Wood Iron or Steel Steel Screw Tug "ST ARISTELL"

Tonnage { Gross 390 Vessel built at Gt. Yarmouth By whom Crabtree & Co. Ltd., When 1920 9
 Net 10 Engines made at Gt. Yarmouth By whom Crabtree & Co. Ltd., When 1920
 Nominal Horse Power } 208 Boilers, when made (Main) 1920 (Donkey) ---
 No. of Main Boilers 2 Owners Waratah Tug & Salvage Co. Pty. Ltd., Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers --- Managers --- Port Newcastle Voyage
 Steam Pressure in Main Boilers 180lb If Surveyed Afloat or in Dry Dock. Afloat
 in Donkey Boilers --- (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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).
*A1 for towing purposes.		*LMC 10,52 B.S. 7,53 T.S. 7,53

Last Report No. 2787 Port Syd. Particulars of Examination and Repairs (if any) Part Boiler Survey.

(Periodical Surveys, when held, must be reported in detail and serialim 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).

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ?

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 7/9/55 Present condition of funnel(s) good

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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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. Is 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. The safety valves of both boilers to be adjusted.

Now Done:- The ford. and after boilers opened out examined internally and externally together with all mountings and found or placed in good condition.

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, *LM.C. 9,11, or *LM.C. 140 lb., F.D., &c.) CS 3,34,

This vessel's machinery so far as seen is now in good condition eligible in our opinion to remain as classed and have record of B.S. 9,55 made in the Register Book when the survey has been completed.

Survey Fee (per Section 29) B.S. £ 14 : 0 : 0 Fees applied for 16/9/ 1955
 Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19
 Travelling expenses (if chargeable) £ : 10 : 0

J. Mc Petrie & Macrae Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

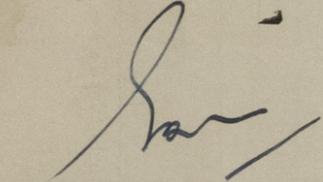
Assigned. (See Ctee Minute 23.9.55)

Noted Syd



BS Dec 9.55. Reld mms.

It is submitted that the vessel WILL BE eligible for the record BS. 9.55. when the survey has been completed. as this Report.



11 4 OCT 1955



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