

DISCLOSED  
SECTION

Rpt. 9. No.

DISCLOSED  
SECTION  
No.

No. 285 12

# 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 Survey held at SYDNEY N.S.W.

Date: First Survey 7/9/55

Last Survey 7/9/ 19 55

Reg. Book

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

(No. of Visits 1)

25768  
Tonnage { Gross 390  
Net 10

Vessel built at Gt. Yarmouth

By whom Crabtree & Co. Ltd.,

When 1920 9

Nominal Horse Power 208

Engines made at Gt. Yarmouth

By whom Crabtree & Co. Ltd.,

When 1920

No. of Main Boilers 2

Boilers, when made (Main) 1920

(Donkey) ---

No. of Donkey Boilers ---

Owners Waratah Tug & Salvage Co. Pty. Ltd.,

Owners' Address

(if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lb

Managers ---

Port Newcastle Voyage

in Donkey Boilers ---

If Surveyed Afloat or in Dry Dock Afloat  
(State name of Dock.)

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

Last Report No. 27587 Port Syd.

Particulars of Examination and Repairs (if any) Part Boiler Survey.

(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).

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 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 fwd. 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, \*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 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

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Noted  
(See Ctr Minute 23.9.55)

Noted Syd



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

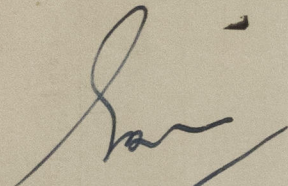
012501-012507-0056

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



BS due 9.55. Held now.

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



14 OCT 1955



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