

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

(Received at London Office)

Date of writing Report 29/9/1954 When handed in at Local Office 29/9/1954 Port of SYDNEY, N.S.W.  
No. in Reg. Book 25527 Survey held at SYDNEY, N.S.W. Date: First Survey 31/8/54 Last Survey 17/9/1954  
on the Machinery of the ~~Wood Iron or Steel~~ Steel Screw Tug "ST. ARISTELL" (No. of Visits 3)  
Tonnage { Gross 390 Vessel built at Gt. Yarmouth By whom Crabtree & Co. Ltd. When 1920 Month 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. Owners' Address ---  
No. of Donkey Boilers --- Ltd. (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 Both - Chapmans. N.S.W.  
(State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) B.S., T.S. &amp; Docking.

(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 31.8.54 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? 180 lbs.

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? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? No 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 9.9.54 State the wear down in the stern bush .062 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 Complete.

Propeller, stern bush and fastenings examined.

Tailshaft drawn inboard and examined.

Both boilers examined internally and externally with mountings and found in good condition.

Later examined under steam and safety valves adjusted as above.

## 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, as now seen, is in good condition, eligible, in my opinion, to remain as classed and to have record of B.S. 9,54 and Tailshaft seen 9,54.

Survey Fee (per Section 29) Dkg. £ 7 : - : - Fees applied for, 28/9/1954  
B.S. 18 : - : -  
Special Damage or Repair Fee (if any) £ : : :  
(per Section 29.) Tailshaft 4 : - : - Received by me, 19  
Travelling expenses (if chargeable) £ : 16 : -

Committee's Minute

Assigned

THURSDAY 21 OCT 1954

Engine Surveyor to Lloyd's Register of Shipping.



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012501-012507-0061



BS due 7.54 mms held.  
Docking. Screwshaft drawn  
read.

*It is submitted that this  
vessel is eligible for THE*

RECORD BS 9.54  
S 9.54

*ltt*

15 OCT 1954



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