

Rpt. 9

Date of writing report 26-6-57  
Survey held at Newcastle, N.S.W.

Received London  
No. of visits two

Port Newcastle, N.S.W.  
First date 13-6-57 Last date 24-6-57

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 63144 Name M.V. Steam Tug "HEROINE" Gross tons 207 Date of build 1909  
Owners J. Fenwick & Co. Pty. Ltd. Managers -- Port of Registry Sydney, N.S.W.  
Engines made 1909 By Ferguson Bros. Type --

No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 1 W.P. 125  
No. of Aux./Donkey Boilers W.P.

Surveyed Afloat or in Dry Dock afloat  
Nature of Survey General Examination  
Was Damage Report issued? Int. Cert.? Yes  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS for towing Services	ES 3-53
SS 3-53	MBS 11-56
11-56	TS C1 5-56

Yes  
Now

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.

Has a Survey also been held on Ship?  
If so, is the Report sent now, or when will it be sent?

DOCKING Propellers ..... Wear Down of Stern Bushes ..... Oil Glands ..... Sea Connections .....  
Fastenings ..... Has Screwshaft/Tubeshaft been drawn? ..... Date of Examination ..... Has Shaft been changed? .....  
Has Shaft now fitted been previously used? ..... Has Shaft now examined/fitted a continuous liner? ..... Approved oil gland? .....

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods .....

2 Valves & Gears .....

3 Connecting Rods, Top Ends & Guides { Side  
Centre .....

4 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 in efficient condition for the present and in my opinion is eligible to remain as classed.

MONDAY 29 JUL 1957

Date of Committee .....

Decision .....

Deferred for ES (by 11, 57)

E.G. Hughes  
Engineer Surveyor to Lloyd's Register of Shipping

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 good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes

35 Fresh Water Coolers \_\_\_\_\_ 36 Lub. Oil Coolers \_\_\_\_\_ 37 Heaters (state service) \_\_\_\_\_

38 Independent Air Compressors, Coolers & Safety Devices \_\_\_\_\_ 40 Auxiliary \_\_\_\_\_

39 Air Receivers & Safety devices—Main \_\_\_\_\_

41 Oil Fuel Tanks (Not forming part of hull structure) \_\_\_\_\_

42 Evaporators \_\_\_\_\_ 43 Have Evaporator Safety Valves been tested under steam? \_\_\_\_\_

44 Steering Machinery good 45 Windlass good 46 Fire Extinguishing Arrangements \_\_\_\_\_

AUXILIARY ENGINES (Identify by position) \_\_\_\_\_

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			Generators & Governors
b Exciters			
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 \_\_\_\_\_ AUXILIARY, DONKEY or PRESS \_\_\_\_\_

Superheaters \_\_\_\_\_

Safety Valves \_\_\_\_\_

Mountings, Doors & Fastenings \_\_\_\_\_

Safety Valves Adjusted to { Sat. \_\_\_\_\_  
Spl. \_\_\_\_\_

Boiler Securing Arrangements \_\_\_\_\_ Exhaust Gas Heated Economisers \_\_\_\_\_

Main Economisers \_\_\_\_\_ Steam Generator Safety Valves Adjusted to \_\_\_\_\_

Steam Heated Steam Generators \_\_\_\_\_ Forced Circulating Pumps \_\_\_\_\_

Were Oil Burning System & Remote Controls examined working in accordance with Rules? \_\_\_\_\_ Funnel \_\_\_\_\_

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? \_\_\_\_\_

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)

NOW DONE FOR GENERAL EXAMINATION: The main and auxiliary machinery examined under working conditions and found satisfactory.

The electrical system megger tested and after some repairs found satisfactory for the present. From examination of the records and discussions with the Chief Engineer who has been 15 years in the vessel it would appear the machinery is in good condition and has operated quite satisfactory over the last 12 months. The bilge pumping arrangements throughout were examined and tried and found satisfactory.

CORRESPONDENCE: London Letter (Classn H) dated 15-5-57 to Sydney office. Sydney Letter dated 21-5-57 to Newcastle, N.S.W.

ES due 3-57, postponed until 11-57, approved 15/5/57 provided satisfactory G. Ex. carried out. & this was done

Submitted Owners request for performance merits favourable consideration

It is submitted that this vessel is eligible to remain as CLASSED.

24 JUL 1957

LEAVE THIS SPACE BLANK

Survey fees £10.0.0.

Damage fee \_\_\_\_\_

Expenses 5.0.

Date when A/c rendered 26-6-57.