

Rpt. 9

Date of writing report 26-6-57  
Survey held at Newcastle, N.S.W.Received London  
No. of visits twoPort Newcastle, N.S.W.  
First date 13-6-57 Last date 24-6-57

## REPORT OF PERIODICAL SURVEYS &amp; 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 &amp; 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

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.

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 &amp; Rods

2 Valves &amp; Gears

3 Connecting Rods, { Side  
Top Ends & Guides { Centre4 Crankpins & Bearings { Side  
{ Centre

5 Journals &amp; Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons &amp; Rods

7 Connecting Rods &amp; Top Ends

8 Crankpins &amp; Bearings

9 Journals &amp; Bearings

10 Coolers &amp; Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons &amp; Rods

12 Connecting Rods &amp; Top Ends

13 Crankpins &amp; Bearings

14 Journals &amp; Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings &amp; Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES &amp; HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS &amp; BEARINGS

24 INTERMEDIATE SHAFTS &amp; BEARINGS

25 HOLDING DOWN BOLTS &amp; CHOCKS

26 CONDENSERS (MAIN &amp; AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP &amp; MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS &amp; 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).



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

39 Air Receivers & Safety devices—Main

40 Auxiliary

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

e Air Coolers

n Switchboards & Fittings

f Control Gear, Cables, etc.

o Circuit Breakers

g Insulation Resistance

p Cables

h Insulating Oil Test

q Insulation Resistance

i Overspeed Governors

r Steering Gear Generators and Motors

j Magnetic Couplings

s Navigation Light Indicators

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 Heated Steam Generators

Steam Generator Safety Valves Adjusted to

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

Forced Circulating Pumps

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

Funnel

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.

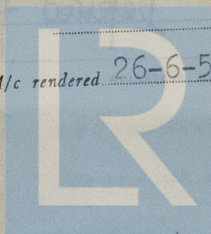
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Survey fees £10.0.0.

Damage fee

Expenses 5.0.

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



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Lloyd's Register Foundation

ES due 3-57, postponed until 11-57, approved 15/5/57  
provided satisfactory G. Ex. carried out, & this  
now done  
Submitted Owners request for  
performance merit favourable  
consideration

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

24 JUL 1957