

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

(Received at London Office)

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of writing Report 6/5/1939 When handed in at Local Office 6/5/1939 Port of SYDNEY, N.S.W.

in Book. Survey held at SYDNEY, N.S.W. Date, First Survey 18/4/39 Last Survey 4/5/1939 (No. of Visits 4)

450 on the Machinery of the Wood, Iron or Steel SCIENTIST ST. OLAVES

Gross 468 Vessel built at Glasgow By whom Harland & Wolff, Ltd. When 1919 - 3

Net 26 Engines made at Glasgow By whom Harland & Wolff, Ltd. When 1919

Final Power 208 Boilers, when made (Main) 1919 (Donkey) ✓

Main Boilers 2 Owners Waratah Tug & Salvage Co. Pty. Ltd. Owners' Address Port Newcastle, N.S.W. Voyage Towing

Donkey Boilers ✓ Managers ✓

Pressure 180 lbs. If Surveyed Afloat or in Dry Dock Mt's & Slipway and Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Main Boilers ✓ (State name of Dock.) after

Report No. Port

Particulars of Examination and Repairs (if any) L. 17. C.

Local Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined ✓

Has a damage report made by anyone else? If so, by whom? ✓

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? Yes

Donkey ✓

Was not done, 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? ✓

Latest date of internal examination of each boiler Examined and after boiler 18/4/39 Present condition of funnel Examined

Has the Surveyor examined the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Has the Surveyor examined the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? ✓

Has the Surveyor examined the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Has the Surveyor examined all the mountings of the Main Boilers? Yes and of the Donkey Boiler? ✓

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Date of examination of Screw Shaft ✓ State the distance between ligament or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? Yes

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

The vessel placed on slipway, fueller, outside end of stern tube and their fastenings examined and found in good condition. All sea cocks, valves and discharges examined and found in good condition.

The main engine opened out, cylinders, pistons, valves, crank shaft, thrust and intermediate shafts, pumps and condenser examined and condenser tested.

Independent pumps, valves, cocks, and pumping arrangements examined.

Engine valves opened out, examined internally and externally with its mountings and its safety valves afterwards adjusted to 15 lbs. per square inch.

The forward length of main steam pipe removed, examined and tested separately. The remainder of the steam pipes tested in place to 36 lbs. per square inch.

Steam gear examined, found in order and in good condition.

General Observations, Opinion, and Recommendation:— (Continued)

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, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

CS 3,34,

The machinery of this vessel is now in good condition, eligible in my opinion to remain as classed and to have record of 4.6.1939 5-39 entered in the Register Book.

Fee (per Section 29) £18 0 0 Fees applied for 8/5/1939

Damage or Repair Fee (if any) £ Received by me, ✓

Expenses (if chargeable) £ 19

Committee's Minute FRI. 30 JUN 1939

Signed Edw. 5.39

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

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

W118-0083 (112)

ENGINES AND BOILERS OF THE SCREW TUG "ST. DAVIDS"

The forward and after boilers opened out, cleaned, examined internally and externally with manifolds, afterwards examined under steam and their safety valves adjusted to 180 lbs. per square inch.

All parts examined and found in now placed in good and efficient condition, the main engines and auxiliaries examined under steam and found satisfactory.

Repairs:- After boiler, centre combustion chamber, 6 rivets in back plate slightly slack and leaking, rivets renewed and now good.

Electrical Installation. The fittings and fuses on main and sub. distribution switch boards and boxes, and electric cables as far as practicable examined. A megger test made on the generator and each section of the system of conductors and the insulation resistance found satisfactory.

The installation examined under working conditions and found in good order.

Repairs:- All wiring in crew's quarters aft renewed - original wiring removed to permit of repairs to deck plating.

J. A. C. E. Smith