

Rpt. 9

Date of writing report 21/7/'61.

Survey held at Hobart.

Received London

No. of visits 2

Port HOBART, Tasmania.

First date 20/7/'61

Last date 21/7/'61

1 AUG 1961  
No. 1136.

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 67299 Name S.S. "KARUAH" Gross tons 1,353 Date of build 1940.  
Owners Southern Shipping Co. Ltd. Managers Port of Registry Newcastle, N.S.W.  
Engines made Newcastle N.E. Marine Eng. Co. (1938) Ltd. Type T 3 Cy. 16 1/2" 28 1/2" @ 48" x 33"  
No. of Main Engines No. of Screws  
No. of Main Boilers 2 WTB W.P. 235 lb. Spt.  
No. of Aux./Donkey Boilers W.P.  
Surveyed Afloat or in Dry Dock Afloat  
Nature of Survey Advancement of C.S.  
Was Damage Report issued? Int. Cert.?  
Last Report (For Head Office only)

Hull	Machinery
+ 100 A1	+ LMC
with freeboard	

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

- Cyls., Covers, Pistons & Rods
- Valves & Gears
- Connecting Rods, Top Ends & Guides { Side  
Centre
- Crankpins & Bearings { Side  
Centre
- Journals & Bearings

### MAIN ENGINE DRIVEN AIR COMPRESSORS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Coolers & Safety Devices

### MAIN ENGINE DRIVEN SCAVENGE PUMPS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Levers

### SCAVENGE BLOWERS

- SUPERCHARGERS

### MAIN TURBINES

- Casings, Rotors, Blading, Bearings & Thrusts

### EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

- STEAM COMPRESSORS
- CLUTCHES & HYDRAULIC COUPLINGS
- REDUCTION GEARING
- THRUST BLOCKS, SHAFTS & BEARINGS
- INTERMEDIATE SHAFTS & BEARINGS
- HOLDING DOWN BOLTS & CHOCKS
- CONDENSERS (MAIN & AUX.)
- STEAM RE-HEATERS
- DE-SUPERHEATERS
- STOP & MANOEUVRING VALVES
- MAIN ENGINE DRIVEN PUMPS

- CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS This vessel's boilers are in good condition, eligible to remain as classed and have fresh record of MBS 7/61 made in the Register Book.

Date of Committee

Decision

MONDAY 14 AUG 1961

AS now, subject

RPT. 9-J. & O. 9-3000-9/58 (PRINTED IN AUSTRALIA)

MBS 7.61

Note: (See as per)

NOTED FOR POSTING

Noted for Header

W. F. Wells  
Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

013390-013396-0232

HOT.

19.7



32 Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
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
45 Windlass
46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION	PORT	ELECTRICAL EQUIPMENT	
		STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			n Switchboard & 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 Port - Good
AUXILIARY, DONKEY or PRESS
Superheaters Port - Good
Safety Valves Port - Good
Mountings, Doors & Fastenings Port - Good
Safety Valves Adjusted to { Sat. 235 lbs./sq.in. Spt. 225 lbs/sq. in.
Boiler Securing Arrangements Good
Main Economisers Exhaust Gas Heated Economisers
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes - Good 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)

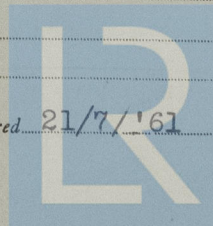
Main Auxiliary (over 3 in. bore)
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

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)

LEAVE THIS SPACE BLANK

Survey fees £20. 0. 0
Damage fee
Expenses

Date when A/c. rendered 21/7/'61



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