

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

(Received at London Office)

Date of writing Report

24/9/42

When handed in at Local Office

24/9/42

Port of

Sydney, N.S.W.

No. in
Reg. Book

15603

Survey held at

Sydney, N.S.W.

Date, First Survey

7-7-42

Last Survey

14-9-1942

(No. of Visits)

2

on the Machinery of the ~~Wood, Iron or Steel~~ *Sc. Tug* **WAREE**

Tonnage

Gross 233

Net 10

Nominal
Horse Power

130

No. of Main Boilers

1

No. of Donkey Boilers

2

Team Pressure—
in Main Boilers

200 lb

in Donkey Boilers

✓

Vessel built at

Sydney N.S.W.

By whom

Bockator & Co. Pty. Ltd.

Year. Month.

When 1939. 4

Engines made at

do

By whom

do

When 1939

Boilers, when made (Main)

1939

Owners

Kavalata Tug & Salvage Co. Pty. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port

Sydney, N.S.W.

Voyage

Managers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1 In temporary service 8.4.42		1. Inc 4.39 T.S. 8.42 C.L.

Last Report No. Port

Particulars of Examination and Repairs (if any) *Survey On Survey*

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 details 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.

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 ✓

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

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

" " 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 ✓

Present condition of funnel(s) ✓

the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

raw shaft now been drawn and examined? ✓

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? ✓

shaft now been changed? ✓ If so, state reasons. ✓

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 lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. ✓

engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ✓

the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

the request of the Department of the Navy, an examination made of the vessel's machinery, and a report furnished as per copy attached to Hull Rpt.

General Observations, Opinion, and Recommendation:—

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

vessel's machinery as far as seen is now in good condition, eligible in my opinion to remain as classed, without fresh record.

Fee (per Section 29).....

£ 3:3:0

Fees applied for

24/9/42

Damage or Repair Fee (if any).....

£

Printing expenses (if chargeable).....

£

Received by me,

10

Committee's Minute

Signed

TUES. 9 MAR 1943

As now

Engineer Surveyor to Lloyd's Register of S

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Lloyd's Register
Foundation

W1184-0180

In Survey
very examined Generally

DR
573/43



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