

Received London
29. APR. 1963Ship's Name ~~SS~~/MS "CHARLES H. MACKAY"

Gross tons 799

Is there a rpt. 8? Yes

Port Melbourne

Rpt. No. 20436

No. of visits Two

First date 19.9.62

Last date 9.4.63

Interim Cert. issued
& copy herewith?

No

Damage rpt. issued
& copy herewith?

No

Last rpt. (H.Q. only)

Date of
completing rpt. 24.4.63

Surveyed at, if different from Port above

-

Is a rpt. 9A
attached?

No

MN -

Nature of survey

Screw Shaft

Survey fees

Nil

Damage fee

-

Expenses

-

S.A. fee

-

DOCKING

Propeller Good

Sea connections

-

Oil gland

Good

Fastenings

-

Wear down of stern bush

-

Has screw ~~index~~
shaft been drawn?

Yes

Date of examn.

19.9.62

Has shaft been
changed?

No

Has shaft now fitted been previously used?

-

Has shaft now examined/fitted a continuous liner?

No

Approved oil gland?

Yes

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of
AUXILIARY, DONKEY OR PRESS (State if oil fired—OF MAIN each boiler.)
or exhaust gas—EG.)

Air heaters

Superheaters

Safety valves

Mountings, doors
and fasteningsSafety valves { Sat
adjusted to { SptBoiler securing
arrangements

Main economisers

Steam heated
steam generatorsForced
circulating pumps

Exhaust gas heated economisers

Steam generator safety valves adjusted to

Funnel

Have saturated steam pipes in cylindrical boiler
smoke boxes been examined as required by the RulesWere oil burning system &
remote controls examined in
accordance with rules?

I recommend that the machinery of this ship remain as classed with/without fresh record of

(Where conditions of class are recommended to be
retained, imposed, amended or deleted, particulars
must be stated above and on the interim certificate.)

Date of Committee

Minute

See Rpt. 1.

(SGD) J. E. North.
Surveyor to Lloyd's Register of ShippingLloyd's Register
Foundation

012129-012141-0037

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442

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

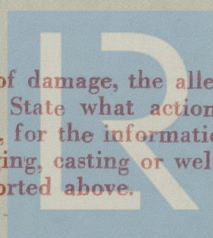
PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
f Control gear cables, etc.		o Circuit breakers	
g Insulation resistance		p Cables	
h Insulating oil test		q Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

In consequence of the stern gland overheating and requiring continual application of water cooling, the screw shaft drawn inboard examined and found slightly scored in way of the forward bush.

An examination of the stern tube revealed the presence of foreign matter (machining swarf and weld slag) in the cavity between the inner and outer bush, also the inner bush was found to be heavily scored and damaged. As recommended and now done:- the inner stern bush renewed, the outer stern bush dressed up at the forward end as necessary, the screw shaft dressed up and all now good.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.



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