

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

Date of writing Report 3/2/1944 When handed in at Local Office 3/2/1944 Received at London Office MELBOURNE  
 No. in Reg. Book 20747 Survey held at Melbourne Date: First Survey 11 Jan Last Survey 27 Jan 1944  
 on the Machinery of the Wood, Iron or Steel S.S. "BRITISH CHIVALRY" (No. of Visits 7)  
 Tonnage { Gross 718 Vessel built at Newcastle By whom Palmer & Co. Ltd. Year 1929 Month 2  
 { Net 238 Engines made at do. By whom do. When do.  
 Nominal Horse Power 553 Boilers, when made (Main) 1929 (Donkey) 1929  
 No. of Main Boilers 3 Owners Brit. Tanker Corp. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Managers do. Port London Voyage   
 Steam Pressure in Main Boilers 225 lb. If Surveyed Afloat or in Dry Dock Duke's Dry Dock (State name of Dock.)  
 in Donkey Boilers 120 lb. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No.  Port   
 Particulars of Examination and Repairs (if any) B.S. & General Exam.

(Periodical Surveys, when held, must be reported in detail and serially 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 besides 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).

In 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.

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

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

" " Donkey " " " Yes

If this was not done, state for what reasons?

And what parts of the Boilers could not thus be thoroughly examined?

Also 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?

State latest date of internal examination of each boiler Main boiler 1932, Jan 1944 Donkey boiler 26/1/44 Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 225 lb/sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 120 lb/sq. in.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

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

Has shaft now been changed? No If so, state reasons

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

State date of examination of Screw Shaft 5/2/44 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5 1/2"

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

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

The vessel placed in dry dock, propellers, outer end of stern bush and fastenings and all sea connections examined and found in good condition.

The three main boilers and the donkey boiler opened out and cleaned; examined internally and externally with mountings and found in good condition. All boilers afterwards examined under steam and safety valves adjusted as above. Oil burning installation examined under working conditions; fuel tank valves and deck control gear found in good working order and oil discharge pipes in good condition, accessible, visible, well lighted and tight.

At General Examination: The following machinery parts have now been observed - P.T.O. -

General Observations, Opinion, and Recommendation: The vessel's machinery is as per

(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, B.M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

CS 334,

is now in good condition and in my opinion is eligible for records of

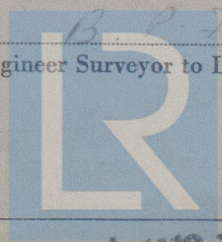
"Examined 1.44" and B.S. 1.44 to be made in the Register Book

Survey Fee (per Section 29) B.S. £ 9 : 9 : 0 Fees applied for, 3/1/1944 3P2  
 Special Damage or Repair Fee (if any) £ : :  
 (per Section 29.)  
 Travelling expenses (if chargeable) £ : : Received by me,  1944

Committee's Minute TUES. 25 APR 1944

Assigned B.S. 1.44 1944

Engineer Surveyor to Lloyd's Register of Shipping.

 Lloyd's Register of Shipping  
 Foundation

W177-0012



BS part No 3 due 241

held

It is submitted that this  
document WILL BE eligible for  
the record.

+ this 542 on  
completion and  
BS 144 } now  
Grand 144 }

12A  
22/4/44

overhauled and placed in good condition -  
Main engine. H.P. piston, rings and cylinder, piston bars, and main  
No. 3, 5 & 6 main bearings and crank shaft journals.  
No. 2 overhead valve and top end bearings.  
No. 1 crank pin, webs and bottom end bearings. Metal in L.P. bottom  
end bearing found broken and was re-buffed and left as spare.  
Slave bearings now fitted in place.  
L.P. valve gear.  
Inlet valve packing on No. 2 and L.P. valve spindle.  
Auxiliaries. Main condenser examined.  
Pump and its adjustment.  
No. 3 gear & ballast water pump. No. 2 gear, pumps overhauled.  
Harbour sea pump worked. No. 1 gear.  
Main engine overhauled, cylinder ground out and was refitted.  
Main and pumps - steam cylinder, piston and grooves machined and  
was refitted. Circulating pump overhauled. Main injection valve found tested  
Mechanical chaffalon, generally examined. The boiler and Chief Engineer  
stated that it had been thoroughly overhauled and bigger tested.  
Last General Examination.  
Boilers examined and found in good condition and additional  
satisfactorily governed.  
These examined and found in good order and not overhauled.  
Boiling and fittings generally examined as far as practicality,  
found in good condition and the installation found  
satisfactory under working conditions.

