

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

(Received at London Office 24 JUL 1942)

Date of writing Report 6 - 5 - 19 42 When handed in at Local Office 19 Port of NEWCASTLE, N.S.W.

No. in Survey held at Newcastle Date, First Survey 1-5-42 Last Survey 4 - 5 - 1942
5768 on the Machinery of the Wood, Iron or Steel S. S. "IRON CHIEFTAIN" (No. of Visits Two)

Tonnage { Gross 4812
 Net 2737 Vessel built at Port Glasgow By whom Lithgows Ltd. When 1937 12
 Engines made at Glasgow By whom D. Rowan & Co. Ltd. When 1937
 Nominal Horse Power } 553 Boilers, when made (Main) 1937 (Donkey)
 No. of Main Boilers 3 Owners Broken Hill Pty. Co. Ltd. Owners' Address Port Melbourne Voyage Interstate
 No. of Donkey Boilers - Managers ✓ (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 250 If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)
 No. of Donkey Boilers -

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

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 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.

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?

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

Where this 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?

State latest date of internal examination of each boiler Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

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

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

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

Is screw 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?

Is shaft now been changed? If so, state reasons

Is 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?

State 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 3 1/2" F.

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

FOR PART MS

H.P. Top Steam valve and gear opened up and examined and found in good order.

All sea connections opened up and examined and found or new placed in good and efficient working order and condition.

Propeller in good order. SS.S 3/37

General Observations, Opinion, and Recommendation:—

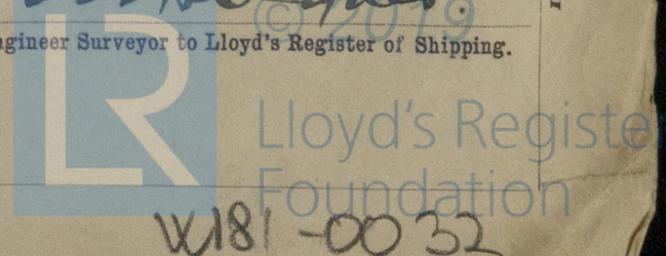
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.&M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 B., F.D., &c.)

Eligible in my opinion to have record of MS (with date) made in the Register Book when the survey has been completed.

Survey Fee (per Section 29).....	£ <input checked="" type="checkbox"/> : <input checked="" type="checkbox"/> : <input checked="" type="checkbox"/>	Fees applied for 19 <input checked="" type="checkbox"/>
Special Damage or Repair Fee (if any)..... (per Section 29.)	£ :	
Travelling expenses (if chargeable).....	£ :	Received by me, 19

Ernest Hughes
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute 31 JUL 1942
Assigned As now



W181-0032

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

No 1 due 12-41 advanced.

It is submitted that this
vessel W.L.L. B.E. eligible
for the record. + memo des 1-41 for
B.L. 11-41 } completion

How a Casualty

RA
28/7/42



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