

Rpt. 9

Date of writing report 2-7-62.  
Survey held at SINGAPORE.

Received London  
No. of visits 5

Port SINGAPORE.  
First date 16-6-62. Last date 25-6-62.

No. 15754

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 20647 Name M.V. "MADELEINE" Gross tons 10729 Date of build 6-1953.  
Owners A/B. VERNÄ. Managers ERIK LARSSON. Port of Registry HELSINGBORG.  
Engines made 6-1953. By A/B. GOTAVEBKEN. Type Oil Eng. 2SA 90y.  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers - W.P. -  
No. of Aux./Donkey Boilers 2 Auxb. W.P. 150 lb.  
Surveyed Afloat or in Dry Dock Afloat.  
Nature of Survey  
Was Damage Report issued? Yes Int. Cert. Yes  
Underwriter Surveyor.  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1 oil tanker.	+LMC
Dkg. 10/61	CS 561
SS. 12/60	ABS 10/61
	TSCL 10/61
	sps. 11/56

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.)		STARBOARD	
1 Cyls., Covers, Pistons & Rods No. 6 - Good.			
2 Valves & Gears No. 6 - Good.			
3 Connecting Rods, Top Ends & Guides Side Centre			
4 Crankpins & Bearings Side Centre No. 7 - Good.			
5 Journals & Bearings			
MAIN ENGINE DRIVEN AIR COMPRESSORS			
6 Cyls., Covers, Pistons & Rods			
7 Connecting Rods & Top Ends			
8 Crankpins & Bearings			
9 Journals & Bearings			
10 Coolers & Safety Devices			
MAIN ENGINE DRIVEN SCAVENGE PUMPS			
11 Cyls., Covers, Pistons & Rods			
12 Connecting Rods & Top Ends			
13 Crankpins & Bearings			
14 Journals & Bearings			
15 Levers			
16 SCAVENGE BLOWERS			
17 SUPERCHARGERS			
MAIN TURBINES			
18 Casings, Rotors, Blading, Bearings & Thrusts			
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)			
20 STEAM COMPRESSORS			
21 CLUTCHES & HYDRAULIC COUPLINGS			
22 REDUCTION GEARING			
23 THRUST BLOCKS, SHAFTS & BEARINGS			
24 INTERMEDIATE SHAFTS & BEARINGS			
25 HOLDING DOWN BOLTS & CHOCKS			
26 CONDENSERS (MAIN & AUX.)			
27 STEAM RE-HEATERS			
28 DE-SUPERHEATERS			
29 STOP & MANOEUVRING VALVES			
30 MAIN ENGINE DRIVEN PUMPS			
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES			

Have Main Engines been tested working and manoeuvring? Yes  
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now examined, is in safe working condition and eligible, in my opinion, to remain as Classed with fresh record of CS (with date) when the survey has been completed subject to Main Engine No. 6 connecting rod, crosshead and crankpin bearings being specially examined and dealt with as necessary on vessel's arrival at Continental/Baltic Port for drydocking on completion of present voyage (6 weeks limit).

Date of Committee WEDNESDAY - 1 AUG 1962  
Decision Arrow, Subject

Noted for Header



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..... 40 Auxiliary.....

39 Air Receivers & Safety Devices—Main.....

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		AUXILIARY EQUIPMENT
		STARBOARD		
a Generators.....			1 Generators & Governors.....	
b Exciters.....			m Motors.....	
c Air Coolers.....			n Switchboards & Fittings.....	
d Motors.....			o Circuit Breakers.....	
e Air Coolers.....			p Cables.....	
f Control Gear, Cables, etc.....			q Insulation Resistance.....	
g Insulation Resistance.....			r Steering Gear Generators and Motors.....	
h Insulating Oil Test.....			s Navigation Light Indicators.....	
i Overspeed Governors.....				
j Magnetic Couplings.....				
k Air Gap.....				

## BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN	AUXILIARY, DONKEY or PRESS
Superheaters.....	
Safety Valves.....	
Mountings, Doors & Fastenings.....	
Safety Valves Adjusted to { Sat..... Spt.....	
Boiler Securing Arrangements.....	Exhaust Gas Heated Economisers.....
Main Economisers.....	Steam Generator Safety Valves Adjusted to.....
Steam Heated Steam Generators.....	Forced Circulating Pumps.....
Were Oil Burning System & Remote Controls examined working in accordance with Rules?.....	Funnel.....
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....	

## 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)

Repairs (wear and tear) Main Engine No.7 crankpin bearing clearance found excessive, bearing now remounted, refitted and satisfactorily adjusted.

Damage to Main Engine No.6 unit stated caused by failure to secure starting air line whilst isolating this unit at sea on the 14th June, 1962, during voyage Saigon/Singapore. Upon examination the following damage was found to No.6 unit and repairs recommended:-

Main Engine No.6 cylinder liner broken away at bottom end over approximately 1/2 periphery and height approximately 12 inches - cylinder liner to renew.

No.6 piston two ring grooves partially broken away and several piston rings broken, piston head securing studs and nuts damaged - piston and rod to renew.

Entablature lower casing plate (diaphragm plate) heavily distorted and set down approximately 1 1/2 inches - lower casing plate to renew over full area of unit.

Piston rod gland box smashed beyond repair - gland box to renew

Survey fees Damage Repairs \$450.

Cont.2..

Damage fee ... 93.

Expenses... \$ 25.

Late Att. \$ 60.

Date when A/c rendered 12/7/62

Rpt. 2a. Contr. Sheet 2

Port of SINGAPORE.

Continuation of Ship/Mchy. Report No. 15734 dated 2/7/62

23 JUL 1962

on the

on the S.S. M.S. "MADELEINE"

Connecting rod slightly damaged at lower palm end due to striking bedplate vertical joint in way - connecting rod to remove and check face of palm end for truth and machining if necessary.

Crankpin bruised slightly in way of oil hole due to contact with lower palm of connecting rod - crankpin to dress in way of bruising.

Aft. guide bar broken away in way of tapped hole for securing pin for hanging bar - no repair considered necessary.

Piston cooling oil inlet pipe severely bent - pipe to renew complete.

Piston cooling oil return header partially torn away and telescopic pipe distorted - telescopic pipe to renew together with defective section of header.

Actuating gear (attached to crosshead) for scavenge pump severely distorted and scavenge pump push rod broken completely - Actuating gear and push rod to renew from ship's spares.

Bottom end bearing clearance stated excessive, and stated this excessive clearance reason for stopping at sea to isolate unit to permit vessel to proceed to Singapore for repair - bearing now to remetal.

Bedplate, crankcase and main bearing girders (all fabricated in way of No.6 unit specially examined for possible fractures and no apparent defect noted.

All the aforementioned recommendations have now been satisfactorily effected, the entablature lower casing plate being fitted in two halves for access reasons, the centre weld running athwartships. The spare cylinder liner fitted was noted stamped LLOYDS TEST 10 Kg. 14-10-58 and before final fitting the liner and jacket were satisfactorily tested for tightness.

Upon completion of all repairs, engine trials of approximately 1 hours duration were carried out after which the crankcase doors were removed and No.6 bottom end bearing found somewhat heated. Further adjustment indicated no improvement and it is considered the connecting rod has possibly twisted causing slight mal-alignment exaggerated at bottom end.

To cause minimum delay to the vessel, the Owner's Representative expressed the desire to again isolate this unit and proceed on voyage using 8 cylinders only, the vessel being scheduled to proceed to Continent with cargo and thence to Baltic Port for drydocking. Consequently, the Main Engine No.6 piston and rod have been hung up on hanging bar, connecting rod disconnected and removed completely and all necessary blanking arrangements satisfactorily carried out. Engine trials were again carried out and engine found to operate efficiently.

It is therefore recommended the Main Engine No.6 connecting rod, crosshead and crankpin bearings be specially examined and dealt with as necessary on vessel's arrival at Continental/Baltic Port for drydocking on completion of present voyage (6 weeks limit).

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