

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office

24 MAR 1948

Date of writing Report.....19..... When handed in at Local Office.....19..... Port of LIVERPOOL  
 No. in Survey held at Liverpool. Date. First Survey 9/6/47 Last Survey 29/10/1947  
 Reg. Book. (No. of Visits.....3.....)

18634 on the Machinery of the ~~Wood's~~ Steel "MATRONA" ex "ABA".

Tonnage { Gross 7938 Vessel built at Glasgow. By whom Barclay, Curle & Co. Ltd. When 1918 9  
 Net 4596 Engines made at -do- By whom Harland & Wolff Ltd. When 1918  
 Nominal 1353 Boilers, when made (Main) - (Donkey) 1922  
 Horse Power }  
 No. of Main Boilers - Owners Bawtry S.S. Co. Ltd. Owners' Address -  
 No. of Donkey Boilers 1 (if not already recorded in Appendix to Register Book.)  
 Steam Pressure - Managers - Port Liverpool Voyage -  
 in Main Boilers - If Surveyed Afloat or in Dry Dock Afloat  
 in Donkey Boilers 100 (State name of Dock.) Birkenhead

Last Report No. - Port -

Particulars of Examination and Repairs (if any) C.S., D.B.S. & Repairs.

(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? none.

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

" " Donkey " " " Yes

If not, 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 21.8.47.

Present condition of funnel Satisfactory.

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 100 lb.

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

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? Yes

Has the screw shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft Not examined. State the wear down in the stern bush - 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? See report.

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

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

NOW DONE C.S. Port Engine. Crankshaft and journals, thrust and intermediate shafting, Nos. 1, 2 & 8 cylinders, liners, pistons, covers, Nos. 2, 3, 4, 5 & 6 crankpins and brasses, Nos. 1, 3, 4, 5, 6, 8 crossheads and brasses, both M.E. driven compressors.

Starb. Engine. Crankshaft and journals, thrust and intermediate shafting, Nos. 1, 2, 3, 4, 5, 6 & 8 crankpins and brasses, Nos. 2, 3, 6 & 7 crosshead pins and brasses.

Auxiliaries. Outboard piston cooling evaporator. Both Aux. compressors. Starb. main air receiver. Inboard circulating pump. All lubricating pumps. No. 3 (F.S.) generator. Port and Starb. O.F. service tanks. Donkey boiler complete survey safety valves adjusted. No. 4 (Crossley) Generator.

No. 1 (P.A.) Generator. Boiler Feed Pump.

REPAIRS. Nos. 2, 3, 6 & 7 starb. crosshead brasses retailed. Nos. 8 & 9 starb. main bearings retailed.

M.E. (Starb. Fwd) compressor bottom end retailed. Port M.E. gear wheel - one tooth renewed (steel).

Starb. Lub. Oil pump rebushed. No. 3 (F.S.) generator crankshaft worm wheel, No. 3 piston & all

gudgeon pins renewed. A number of plain tubes renewed in Donkey Boiler. P.T.O.

General Observations, Opinion, and Recommendation: For the information of the Committee.

(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, BS 9,11, B&MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.)  
 CS 2,34,

Survey Fee (per Section 29) £ : : Fees applied for  
 Special Damage or Repair Fee (if any) £ : :  
 Travelling expenses (if chargeable) £ : :  
 Received by me, 19

Committee's Minute

Assigned Transmit to London.

Engineer Surveyor to Lloyd's Register of Shipping.



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W1012-0204

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

SEE REP. NOTE 8.12  
OIL ENGINES

CONTINUOUS SURVEY

Is a Certificate required? If so, to be sent to



"MATRONA". (Contd).

S.R.L. No.6 Starb. bottom end, intermediate shafting. Starb. starting air receiver,  
lubricating oil pumps, D.S. storage tanks now examined. Remaining items to be dealt with.

This vessel was under survey at the time she capsized in Bidston Dock in October, 1947,  
and is at present being raised.

ELECTRICAL EQUIPMENT Original installation examined: . A large proportion of wiring stripped  
out in way of alterations. New wiring etc. installed. Generators, auxiliary motors,  
switchboard etc. in process of overhaul. . This work, together with the new wiring was not  
completed or tested when the vessel capsized.



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