

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

(Received at London Office)

SEP 1941

Date of writing Report 16th September 1941

When handed in at Local Office 16th September 1941

Port of Southampton

No. in Reg. Book. Survey held at

Southampton

Date, First Survey 1st Sept.

Last Survey 2nd Sept 1941

(No. of Visits 2)

on the Machinery of the Wood Iron &amp; Steel

Ss. "Madrono"

Tonnage { Gross 589 1/2  
Net 369 7/8

Vessel built at Newcastle

By whom Palmers &amp; Co Ltd

Year. Month. When 1917-4

Nominal Horse Power 198

Engines made at Sunderland

By whom G. Clark &amp; Co

When

No. of Main Boilers 3

Boilers, when made (Main) 1917

Owners' Address

(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1

Owners A/S. Knott &amp; Rutland

Port Xiansand

Voyage unknown

Steam Pressure in Main Boilers 180 lb

Managers A. J. Langfeldt &amp; Co

Port Xiansand

Voyage unknown

in Donkey Boilers

Surveyed Afloat or in Dry Dock

Ocean Dock

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned how often examined	Machinery and Boiler Surveys (including date of N.B., if any).
100 A.1		W.L. 2-38
4.41		BS 5-40
5.5 Rot 4.3 - 8.29		4.41
5.5 Spp. 4.2 - 38		Ch. 2-38
Examined 4.41		3.41
Carriage Petroleum in bulk		
Fitted for oil fuel 4.17		FPaboc 150°F

Last Report No. 5402. Port N.O.S.

Particulars of Examination and Repairs (if any) new Feed Pump.

(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? ho

" " Donkey " "

If this was not done, state for what reasons? Boilers stated to have been examined at New Orleans 3.41

And what parts of the Boilers could not be thus 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.

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?

Has screw shaft now been drawn and examined? ho

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? ✓

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 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 ✓

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

Is electric light and/or power fitted? ho

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

Has 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

Complete.

how done.

breast afloat: Examined new Independent Feed Pump 4" x 9 1/2" x 21" with connections altered & renewed to suit and found it satisfactory under working conditions

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as

(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. 2,11, B.E.M.S. 2,11, & L.M.C. 2,11, or L.M.C. 2,3,1, 140 lb., F.D., &c.)

seen is in good & safe working condition and eligible in my opinion to remain as classified.

licence 40/306 dated 24/8/41

Survey Fee (per Section 29) £ : : Fees applied for 16/9/1941  
Special Damage or Repair Fee (if any) £ 3-3-0  
(per Section 29.)  
Travelling expenses (if chargeable) £ : : Received by me, 10

Committee's Minute

TUE. 14 OCT 1941

Assigned

Deferred

Engineer Surveyor to Lloyd's Register of Shipping.

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W1057-0495



SS no 1 due 8.11 Partly held 4.41  
advanced.

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

+ Race 14.41 on  
Completion

Run  
13.10.41



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