

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

(Received at London Office 7 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. 48701 Survey held at Southampton Date, First Survey 1st Sept Last Survey 2nd Sept 1941 (No. of Visits 2)

on the Machinery of the Woolch Iron and Steel 75 "Madrono"

Tonnage { Gross 589 1/2 Vessel built at Newcastle By whom Palmer's Dock Year. Month. 1917-4
 Net 3697 Engines made at Sunderland By whom G. Clark & Co (Donkey) When

Nominal Horse Power 498 Boilers, when made (Main) 1917 Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 3 Owners A/S. Knirk Ruitford Port Xiansand Voyage unknown

No. of Donkey Boilers 1 Managers A. J. Langfeldt & Co Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 180 lb Surveyed Afloat or in Dry Dock Ocean Dock

in Donkey Boilers 1

Last Report No. 5402 Port N. OS.

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

(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.)

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? no

" " 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? no 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? no

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:

essel afloat: Examined new Independent Feed Pump 4" x 9 1/2" x 21" with connections altered or 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.S.M.S. 2, 11, & L.M.C. 2, 11, or L.M.C. 140 lb., F.D., &c.)

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

licence 40/306 dated 21/8/41

Survey Fee (per Section 29) £ : : Fees applied for 16/9/1941

Special Damage or Repair Fee (if any) (per Section 29.) £ 3-3-0 Received by me, 10

Travelling expenses (if chargeable) £ : : 10

Committee's Minute TUE. 14 OCT 1941

Assigned Deferred

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned how estimated.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A.1</u>	<u>4.41</u>	<u>W.M.L. 2-38</u>
<u>5.5 Rot h^o 3 - 8.29</u>	<u>4.41</u>	<u>BS 5-40</u>
<u>5.5 Spp. h^o 2 - 38</u>	<u>Examined 4.41</u>	<u>Ch. 2-38</u>
<u>Examined 4.41</u>		<u>3.41</u>
<u>Carriage Petroleum in bulk</u>		
<u>Fitted for oil fuel 4.17</u>		<u>FPaboc 150°F</u>



The Surveyors are requested not to affix their names to this report for Committee's Minute.

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



SS no: due 8.11 Partly held 4.41
advanced.

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

+ Run 14.41 on
Completion

Run

13.10.41



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