

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

(Received at London Office)

Date of writing Report 16 June 1942 When handed in at Local Office 16 June 1942 Port of MELBOURNE

No. in Reg. Book. 7855 Survey held at Melbourne Date, First Survey 28 April Last Survey 10 May 1942  
(No. of Visits 13)

on the Machinery of the Wood, Iron or Steel S.S. "MADRONO" Year. Month. 1917-4  
Gross Tonnage 5894 Vessel built at Newcastle By whom Palmer & Co. Ltd. When 1917-4  
Net Tonnage 3697 Engines made at Sunderland By whom G. Clark Ltd. When 1917  
Nominal Horse Power 498 Boilers, when made (Main) 1917 (Donkey) -  
No. of Main Boilers 3 Owners J. & R. Butcher Owners' Address Port of London  
No. of Donkey Boilers 1 Managers A. L. Langford & Co. Voyage -  
Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Duke & Co's Dry Dock and afloat.  
No. of Donkey Boilers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. - Port B.S. and

Particulars of Examination and Repairs (if any) General Examination 7 100 91

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.

1. 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? Yes.

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

If this was not done, state for what reasons? -

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. Starboard 1/6/42, Forward 6/6/42, Port 8/6/42. Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs/sq. inch.

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? Yes. 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? Yes. 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 - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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 18"

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

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? Yes.

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

General Examination: The vessel placed in dry dock, propeller, outer end of stern bush, sea connections and fastenings examined and found in good condition. Main Engines: L.P. cylinders opened up, examined with piston, rings, rods, L.P. crank and bottom end bearings and found in good condition except piston ring spring badly worn and now renewed. Evaporator, opened up and examined with mountings, coils annealed, cones and nuts renewed and the evaporator now placed in good condition. Port fuel oil pump overhauled, steam cylinders bored out, new pistons and rings fitted and the pump now placed in good condition. Main engine bilge pump valves and seats and air pump valves renewed. - P.T.C. -

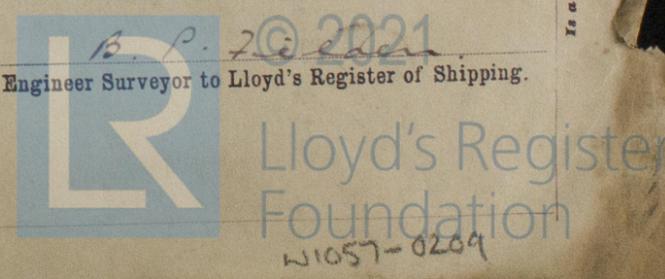
General Observations, Opinion, and Recommendation: This vessel's machinery so far as

(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, E.S. 9,11, B.S.M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

seen is now in good and efficient condition and in my opinion is eligible to have record of B.S. 6.42 made in the Register Book.

Survey Fee (per Section 29) £ 10 : 10 : 0  
Special Damage or Repair Fee (if any) £  
Travelling expenses (if chargeable) £ 1 : 5 : 0  
Fees applied for 10/6/1942  
Received by me, 10

Committee's Minute  
Assigned  
TUE. 13 OCT 1942  
5.42



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

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

Main engines and auxiliaries examined under working conditions and found satisfactory.

The Chief Engineer stated that the machinery has given satisfactory service and that the following have been opened up for overhaul since the 1st January 1942:— H.P. cylinder and piston, starboard fuel oil pump, both feed pumps and the cargo pumps.

Electrical Installation. Generator engines (steam) and their governors now overhauled. Both generators overhauled, brushes renewed. Sub-distribution board for engine room lighting circuits renewed with its tumbler switches and fuses. Wiring of main mast light and one lighting circuit in engine room renewed. Wiring and fittings in crews quarters renewed as found necessary. The dynamos and all circuits afterwards megger tested and found satisfactory.

The installation generally examined under working conditions and found satisfactory.

For B.S. The three boilers opened out and cleaned, examined internally and externally with mountings and found in good condition except a few tubes had stoppers fitted, <sup>some</sup> others were wasted thin and leaking at ends and the following tubes have now been renewed, a few being removed for access purposes.

Port Boiler: Centre combustion chamber 6 plain tubes renewed.

	Starboard	"	"	13	"	"	and 1 stay tube renewed.
<u>Starboard Boiler:</u>	Port	"	"	13	"	"	1
	Centre	"	"	19	"	"	1
	Starboard	"	"	9	"	"	
<u>Forward Boiler:</u>	Centre	"	"	21	"	"	2
	<u>Totals</u>			<u>62</u>			<u>5</u>

The three boilers afterwards examined under steam, found tight and safety valves adjusted to blow at 180 lbs per sq. inch.

Oil burning installation examined under working conditions. Fuel tank valves and deck control gear found in good working order and oil discharge pipes from pumps to furnaces found in good condition, accessible, visible, well lighted and joints tight.

12 Dec 42. Sheld.

P.S. No 1 Dec 54 Machinery generally examined  
Main repair effort to engine & boiler

It is submitted that  
this vessel is eligible for  
**THE RECORD.**

P.S. 5-12

Dec 5-42 for 12 mo.

Thru

12.10.42



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