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No. 12472

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

(Received at London Office -6 OCT 1925)

Date of writing Report 2/10/ 1925 When handed in at Local Office 2/10/ 1925 Port of Middlesbrough

No. in Book. Survey held at South Bank. Date, First Survey 30.9.25 Last Survey 30.9.1925 (No. of Visits 1)

379 on the Machinery of the ~~Wood, Iron or~~ Steel TW S.S. "MADURA"

Tonnage { Gross 8975 / Net 5464

Nominal Horse Power 1008

No. of Main Boilers 4

No. of ~~Donkey~~ AUX Boilers 1

Steam Pressure— Main Boilers 215

~~Donkey~~ AUX Boilers 215

Vessel built at Glasgow. By whom Barclay Curle & Co Ltd When 1921-11

Engines made at —do— By whom —do— When

Boilers, when made (Main) 1921 (~~Donkey~~) AUX 1921

Owners British India S.N. Co Ltd Port Glasgow. Voyage

Managers —

If Surveyed Afloat or in Dry Dock ~~Dry Dock~~ (State name of Dock.)

Last Report No. Port

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A1 5.25.		✠ L.M.C. 11.21 T.S. S.M. 7.22 CL FITTED FOR OIL FUEL 11.21. F.P. ABOVE 150°F.

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

Particulars of Examination and Repairs (if any) Tail Shafts

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

Do. " Donkey " " " No.

If this was not done, state for what reasons? Boilers not due for survey.

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? —

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 Boiler? —

Did the Surveyor examine the drain plugs of the Main Boilers? —, and of the Donkey Boiler? —

Did the Surveyor examine all the mountings of the Main Boilers? —, and of the Donkey Boiler? —

Has screw shafts now been drawn and examined? Yes ~~Is it~~ ARE THEY fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No If so, state reasons —

Is the shaft now fitted new? ✓ 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 the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? Lower halves rewooded.

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

Now done:- Screw shafts drawn in. Propellers, stern tubes, screw shafts and fastenings of sea connections examined and found in good condition

General Observations, Opinion, and Recommendation:— This vessel's machinery is eligible in my opinion to remain as classed without fresh record of survey.

(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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.11, B.&M.S. 9.11, or ✠ L.M.C. 9.11, 140 lb., F.D., &c.)

Note Screw shafts seen 9.25 CL

Survey Fee (per Section 28) £ : :

Special Damage or Repair Fee (if any) (per Section 28.) £ : :

Travelling Expenses (if chargeable) £ : :

Fees applied for ____ 19 ____

Received by me, ____ 19 ____

Arthur W. Oxford

Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 13 OCT 1925

Committee's Minute

Assigned As now

007620-007625-0043

Port lower shaft due 11.24 Starbd due 7.25: both shafts sound.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that this vessel is eligible to remain as CLASSED.

Both S. 9.25

J.S.
9/10/25.

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.