

MATADOR.

Aug 1957. (Sit 4042)

All 3 boilers damaged due to heavy scale.

S. & C. boilers cleaned & repaired.

P. boiler not to be used until repaired

1957 (Rijeka 446)

P. boiler cleaned & repaired

July 1957 (Hull 63254)

B.S. commenced. S. & C. boilers sed. c.c. plates buckled & tubes blocked.

Blocked tubes removed. c.c. repairs deferred.

Nov - December 1957 (Senoa 22928)

B.S. advanced. P. boiler sed. Some c.c. plates slightly buckled & repaired in place.

17 c.c. stays & 23 tubes removed.

C. & S. boiler c.c.s repaired

B.S. 7.57 when S.Vs. adjusted. Ship laid up.

Aug 1958 (Senoa 23115)

S.Vs. all boilers adjusted

B.S. 7.57

Aug 1958 (Senoa dam. rpt. 1647 - D)

Although the first date of survey is given as 22<sup>nd</sup> January, 1958, this report details the repairs carried out to all three boilers in Sept.-Dec. 1957 as per Sen. 22928.

In the case of the S. & C. boilers, only the combustion chamber back plates were dealt with (S.R. List) as recommended by Hull Surv. in July 1957. The Surveyors would not require to re-ascertain the

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boilers on the water side for this repair as the boilers had only been in service for months since the survey at Hull (where blocked tubes were renewed) they could see no reason for examining the rest of the

The choked tubes in the P. Blr. were dealt with ~~at~~ at Suva on this occasion.

The evidence indicates that if the tubes all 3 boilers were choked with salt on the ship's arrival at Hongkong, after being acquired by Mr. de Lascha, the set up of the S. & C. boilers occurred during last <sup>2 months</sup> ~~voyage~~, under Mr. Eustathios's ownership in July - September 1957 and of the P. boiler during the voyage from Suva to Hongkong.

It is not considered that ~~the~~ any criticism of the Suva surveyors is justified

Inst. 2.6.58



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