

Rpt. 8

Date of writing Report 11th July, 1957

Port HAMBURG

No. 5738

Survey held at Hamburg

When handed in at Local Office

Received London

17 JUL 1957

No. of Visits 24

First Date 14. 5. 19 57

Last Date 2. 7. 19 57

## REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B &amp; C of the Rules.)

No. in R.B.

91499

on the Iron or Steel

S.S.

" M A R I A N N E B "

Built at Hartlepool

By Whom W. Gray &amp; Co., Ltd.

Tons gross 5429

Owners Westport Shipping Co., Ltd.

When Year 1920 Month 12

Managers

Owners' address  
(If not already in R.B.)

Port of Registry Liverpool

Surveyed Afloat or in Drydock Both

Name of Dock Blohm &amp; Voss AG

Date of last examn. in Drydock 25.6.57

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No.

31625

Port

ANT

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

SHIP'S CLASS  
Date of Special and of Drydocking Surveys, etc.

Machinery

\* 100 A1

\* LMC 8.52

8.56

BS 1.56

SS(Dr) 1.48

CL 8.55

SS 8.52

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 summarised in the form below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined.

no damage STATED.

Freeboard as marked on ship and now verified 4 ft 4 1/2 in

Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR SPECIAL SURVEY (Drilling), ALTERATIONS, S.R.L. ITEMS and RENEWAL FREEBOARD SURVEY.REPAIRS:- Rudder locking pintle overhauled.Shell: F1 shell plate (s.s.) renewed.

F1 and G1 shell plates (p.s.) renewed.

M3 shell plate (p.s.) from aft upper edge renewed.

M4, 5 &amp; 6 shell plates (s.s.) from aft upper edge renewed.

Convex bar on top edge of bridge and poop deck shell plating removed.

Deck stringer angle on bridge deck forward (p. &amp; s.) and on poop deck (p. &amp; s.) part renewed.

Bridge and Forecastle Deck: First strake inboard (p. & s.) 4 plates renewed, from saloon house to No. 1 hatch with 3 plates (s.s.) and 3 plates renewed from saloon house to No. 1 hatch with 2 plates (p.s.) (15 mm thickness).

1 vent (p. &amp; s.) to No. 1 hold in way of foregoing dispensed with.

Deck plating under windlass renewed and spurling pipes renewed.

3 stringer plates (p.s.) amidships repaired with welded doublers.

Bunker hatch coaming (p. &amp; s.) removed and blanked off with welded plates.

Nos. 1 &amp; 2 (p.s.) hatch coaming stiffeners and deck girder between same repaired with welded doubling plate for full length.

CONTINUATION SHEET 2

SUMMARY OF DAMAGE REPAIRS

	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

Has a Survey also been held on machinery of the Ship? yes

If so, is the Report sent now, or when will it be sent? sent 11/7/57

Is Classification Certificate required? If so, to be sent to Owners

Has Interim Certificate been issued? yes, copy attached.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or "to remain as Classed and to have record of drydocking 1.55, and the notation of S.S. . . . 1.55".

This ship, so far as now seen is in efficient condition and eligible, in my opinion, to remain as now classed with fresh record of Docking Survey 6.57 and to have the notation SS Ham (Dr) 7.57, without special conditions.

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

Cl.

30m. 5.57

Rate, note with Ham

THURSDAY 8 AUG 1957

NOTED FOR POSTING

Deferred for comp SS (Turbine repairs)  
but assign DS 6.57 without spl chn (h) (with indent)  
subject (m)  
TS 5.57 MBS 1.57 SPS 4.57

Noted for Header

004316-004320-0062 1/4



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

Items	Now Examined		Tanks	Now Examined Internally		Now Tested
	YES	NO or NONE		YES	NO	
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	YES		F.P. Tank	NONE		-
Rudder lifted	YES		A.P. Tank	YES		YES
Weather Decks, Superstructures and Casings	YES		D.B. Tanks (indicate Oil Fuel and Cofferdams)	YES		YES
Hatchways, Cores, closing and securing appliances	YES		(Nos. 1, 2, 3, 6, 7 & 8 OF No. 4 & 5 F.W.)			
Ventilator coamings, skylights, companionways and closing appliances	YES		Fresh Water Tanks	NONE		-
Holds	ALL		Deep Tanks	YES		YES
Tween Decks	ALL		Oil Fuel Bunkers and Settling Tanks	NONE		-
Fore Peak Spaces	YES		Side Tanks	NONE		-
After "	YES		Wing Tanks	NONE		-
Engine Space	YES		Other Tanks	NONE		-
Boiler "	YES		Cargo Tanks (Tankers)			
Under Engines and Boilers	YES		Cofferdams			
Tunnel and Well	YES		Pump Rooms			
Coal Bunkers	(GALLEY) YES					
Chain Locker	YES					
Other Spaces						

Have the spaces now surveyed been cleared and cleaned as necessary? **YES**

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? **YES**

Have the bilges been cleaned out and examined? **YES**

Has steelwork had rust removed and afterwards been recoated as necessary? **YES**

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **YES**

Has a Load Line Survey been held? **yes** If so, state which **Renewal Freeboard Survey**

Have the shell and deck plating been drilled as per Rule? **yes** If so, Report 8(Dr) to be attached **HEREWITH**

Have any alterations to the approved scantlings and arrangements now been effected? **YES** If so, report details in body of Report

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds; Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:

Shell plating	Satisfactory	Ceiling and Cargo Battens	Satisfactory	Sluice Valves examined and found	Satisfactory
" " in way of side scuttles	"	Cement or Asphalte	"	Air and Sounding Pipes	"
Rudder and Sternframe	"	Cargo and other Hatchways	"	Doubling Plates under Sounding Pipes	"
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	"
Superstructures and their closing appliances	"	Ventilators, their coamings	"	Condition, how ascertained (State if wedges removed)	"
Coamings and Casings	"	and closing appliances	"	Chain Locker	"
Beams and Fastenings	"	Companionways and Skylights	"	EQUIPMENT	
Frames	"	Shell Openings	"	Equipment Letter	"
Reverse Frames	"	Ash Shoots	"	Anchor, No. of	3 B, 1 S. Condition
Longitudinals	none	Overboard Discharges and Scuppers	"	Cables (State if now ranged and examined)	YES
Transverses	Satisfactory	Freeing ports	"	length 270 F. mean diam. 2" +	
Floors	"	Steering Gear (Main and Auxiliary)	"	Rule Length 270 F. Size 2 1/4"	
Keelsons	"	examined and found	"	Hawsers and Warps	Sufficient
Stringers	"	Windlass examined and found	"	State if any Anchors or Chain Cable have	YES
Inner Bottom Plating	"	Pumps	"	now been supplied or retested, if so,	
Bulkheads and Tunnel	"	W.T. Doors	"	complete Report 8(Eq) and attach	Herewith

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **yes** See Below **S.R.L.: It is submitted the items re engl**

room bulkhead and No. 1 double bottom tank top now dealt with as afore mentioned, may be deleted.

The No. 3 shell plate in 3rd strake below sheer (s.s.a.) now specially examined and the previously effected repairs with welded doubler being considered efficient. It is submitted that this item may also be deleted.

**Endorsements (B):** These items have been examined and found to continue efficient meantime.

Survey Fee £120-0-0

WEAR-TEAR REPAIRS £50-0-0

Special Damage or Repair Fee (if any)

Special Attendance Fee £9.9.0

Expenses (if chargeable) £15.10.0

Second Surveyor's Fee (if any)

Date when A/c. Rendered

Rpt. 9a

Port of HAMBURG

Continuation of Report No. 5738

dated 11th July, 1957

on the

S.S. "MARIANNE B".

**Bridge and Forecastle Deck (Contd.):** Deck girder in way of No. 2 hatch (s.s.) repaired with welded doubler.

Saloon house front renewed completely and deck houses above saloon house renewed completely.

Skylight covers to refrigerating machinery room (4 in number) renewed.

Engine room skylight covers (8 in number) renewed and casing bars in way part renewed.

Midship deckhouse casing repaired with 5 welded doublers.

Machinery casing (s.s.) in way of boiler room entrance part renewed.

**Well Deck: (s.s.)** 3 deck plates first strake inboard renewed with 2 plates (15 mm thickness). (p.s.) 1 deck plate 2nd strake inboard renewed (15 mm thickness).

2 vents to No. 4 hold dispensed with (s.s.) in way of new plating, (p.s.) blanked off with welded plate.

No. 4 hatch coamings (p. & s.) doubled above stiffener for full length and stiffener and girder top plate (p.s.) renewed for full length of well.

**Poop Deck:** 1 plate (p. & s.) first strake inboard part renewed.

**No. 1 Tween:** 9 frames (s.s.) and 5 frames (p.s.) in way of cement chocks part renewed.

Deck stringer plating in way of foregoing part renewed.

**No. 1 Hold:** Tank top bolted plate removed and welded doubler fitted. (S.R.L. Item).

**No. 3 Hold:** Tank top slight indents faired and cracks welded and reinforced with doubling plates (8 in number).

Several tank top rivets in way of foregoing overhauled.

Suction piping at after end of hold overhauled.

**Nos. 4 & 5 Holds:** Several double bottom tank top rivets overhauled.

Several air- and sounding pipes in way of holds part renewed.

**Deep Tank:** Forward bulkhead engine room wing plate (p.s.) part renewed and a number of rivets on same overhauled (S.R.L. Item).

3 stringer brackets in way of foregoing bulkhead renewed.

Web frame (p. & s.) reinforced with welded doublers.

A few rivets on after bulkhead overhauled.

**Tween Deck Space:** amidships 1 bulkhead plate part renewed (s.s.).

**After Peak:** Bulkhead plate repaired with welded doubler.

2 tie plates renewed and stringer (p. & s.) reinforced with face bar.

**General:** Hatch beams and hatch rest angles throughout faired and several wood covers renewed.

Several striking plates in double bottom tanks renewed.

Repairs to guard rails, storm valves and several other minor repairs effected.

**ALTERATIONS:-** Nos. 2/3 bulkhead between hatch sides dispensed with in tween deck and in hold and 8" face plates fitted (as per approved plan enclosed herewith).

1 additional hatch beam fitted to tween deck hatches in way of foregoing.

No other items of the proposed modifications were carried out at this time.

*Handwritten signature*

*Handwritten note: This part basement 25/6/58.*



Bridge Strake below	L	.72	.79	.72	-	-	.46	.51	.42	-	.04	.38	.39	.39	-	-
Sheerstrake ...	K	.70	.67	.72	.03	-	.50	.55	.47	-	.03	.50	.47	.53	.03	-

17 JUL 1951

*The Surveyors are requested not to write in the space above*

**q) (EQUIPMENT)**

*To be securely attached to*

NAME \_\_\_\_\_

No. 5738

When Anchors or Cables are supplied or retested, the particulars are to be reported in the following form:

## ANCHORS

[illegible]

## CHAIN CABLES

No. of Cable	Length and size supplied		Test per Certificate		Weight of Chain Cable			Length and size per rule		Description	Makers of Cable	Where and when tested and Superintendent
	Length Fathoms or Metres	Diam. Inches or M/ms	Statutory Tons or Kilogs	Breaking Tons or Kilogs	Supplied Cwts. qrs. lbs. or Kilogs		Rule Cwts. qrs. lbs. or Kilogs	Length Fathoms or Metres	Diam. Inches or M/ms			
59	28	58	95350	133400	20	25				W.I. Stud Link	Not known.	HAMBURG. 28/1/ G.K. SCHWEITZER.
60	28	58	95350	133400	20	30				- Do -	- Do -	- Do -

Surveyor to Lloyd's Register of Shipping

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed? YES

Lloyd's Register  
Foundation

[illegible]

004316-004320-0062  $\frac{3}{4}$



SHIP'S NAME *"MARIANNE B."* DATE OF DRILLING *20<sup>th</sup> MAY / 29<sup>th</sup> MAY 1957.**17 JUL 1957*

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.

The thicknesses are in hundredths of an inch.

Drillings to be made in accordance with rules.

STRAKE	POSITION	Letter	AMIDSHIPS						FORWARD						AFT						REMARKS
			Original Thickness	Thickness by Drilling		Diminution if any			Original Thickness	Thickness by Drilling		Diminution if any			Original Thickness	Thickness by Drilling		Diminution if any			
				Port	Stbd.	Port	Stbd.			Port	Stbd.	Port	Stbd.			Port	Stbd.	Port	Stbd.		
Bridge Sheerstrake		M	.72	.74	.72	-	-	.46	.59	.49	-	-	.38	.39	.39	-	-				
Bridge Strake below		L	.72	.79	.72	-	-	.46	.51	.42	-	.04	.38	.39	.39	-	-				
Sheerstrake ...		K	.70	.67	.72	.03	-	.50	.55	.47	-	.03	.50	.47	.53	.03	-				
1st Strake below		J	.66	.66	.66	-	-	.46	.47	.47	-	-	.46	.49	.51	-	-				
2nd " "		H	.68	.55	.59	.13	.09	.44	.43	.39	.01	.05	.44	.43	.45	.01	-				
3rd " "		G	.66	.51	.66	.15	-	.48	⊗	D	-	-	.44	.35	.43	.09	.01				
4th " "		F	.66	.55	.51	.11	.15	.48	⊗	⊗	-	-	.44	.37	.43	.07	.01				
5th " "		E	.68	.55	.51	.13	.17	.56	.47	.49	.09	.07	.52	.59	.43	-	.09				
6th " "		D	.68	.59	.63	.09	.05	.62	S	S	-	-	.54	.57	.55	-	-				
7th " "		C	.68	.51	.63	.17	.05	.52	.43	.51	.19	.01	.52	D	.59	-	-				
8th " "		B	.68	.55	.55	.13	.13	.52	S	.62	-	-	.54	.51	.63	.03	-				
9th " "		A	.68	.55	.52	.13	.16	.68	.47	S	.21	-	.52	.43	.59	.09	-				
10th " "		Ka	1.00	.82	.82	.18	.18	.80	C	C	-	-	.70	C	C	-	-				
11th " "																					
12th " "																					

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS  
IN OIL TANKERS—IF DRILLED

STRAKE	POSITION	Letter	FORWARD TANK						AFTER TANK						REMARKS
			Original Thickness	Thickness by Drilling		Diminution if any			Original Thickness	Thickness by Drilling		Diminution if any			
				Port	Stbd.	Port	Stbd.			Port	Stbd.	Port	Stbd.		
Bridge Sheerstrake															
Bridge Strake below															
Sheerstrake ...															
1st Strake below															
2nd " "															
3rd " "															
4th " "															
5th " "															
6th " "															
7th " "															
8th " "															
9th " "															
10th " "															
11th " "															
12th " "															

⊗ NOW RENEWED.  
D. DOUBLER.  
S. STEALER STRAKE.  
X NOW RENEWED .60" PLATING.

*29.7.57.*

*Rockland*  
Surveyor to Lloyd's  
Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length  
amidships and comparison with original thicknesses.

STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE	POSITION	Letter	FORWARD						AFT						REMARKS
			Original Thickness	Thickness by Drilling		Diminution if any			Original Thickness	Thickness by Drilling		Diminution if any			
				Port	Stbd.	Port	Stbd.			Port	Stbd.	Port	Stbd.		
Stringer Plate ...			.52	.37	.47	.15	.05	.52	.51	.43	.01	.09			Stringer plating at aft station
1st Strake Inboard ...			.42	.33	.29	.09	.13	.42	.40	.33	.02	.09			Part doubled previously.
2nd " "			.42	.29	.49	.13	-	.42	.49	.33	-	.09			
3rd " "															
4th " "															
5th " "															
6th " "															

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.