

Rpt. 9

Date of writing report 8.7.57 Received London 15 JUL 1957 Port H A M B U R G No. 5738
Survey held at H A M B U R G No. of visits 25 First date 15.5.57 Last date 5.7.57

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 91499 S.S. Name " M A R I A N N E B. " Gross tons 5429 Date of build 12-1920
Owners Westport Shipping Co. Ltd. Managers - Port of Registry Liverpool
Engines made 1920 By Cen. Mar. Eng. Wks. Type 2 steam turbines DR geared to sc. shaft
No. of Main Engines 2 No. of Screws 1 Records of Survey & Special Notations as per Register Book
No. of Main Boilers 3 SB W.P. 225 lb Spt.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock both
Nature of Survey TS CL E.S. MBS
Was Damage Report issued? - Int. Cert.? yes
Last Report (For Head Office only)

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers good Wear Down of Stern Bushes 5.5 mm Oil Glands - Sea Connections good
Fastenings good Has Screwshaft been drawn? yes Date of Examination 31.5.57 Has Shaft been changed? -
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
1 Cyls, Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side
4 Crankpins & Bearings Side
5 Journals & Bearings Centre
MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls, Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices
MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls, Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts H.P. & L.P. - good
H.P. Rotor †
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES) -
20 STEAM COMPRESSORS -
21 CLUTCHES & HYDRAULIC COUPLINGS -
22 REDUCTION GEARING good
23 THRUST BLOCKS, SHAFTS & BEARINGS good
24 INTERMEDIATE SHAFTS & BEARINGS good
25 HOLDING DOWN BOLTS & CHOCKS good
26 CONDENSERS (MAIN & AUX.) both good
27 STEAM RE-HEATERS -
28 DE-SUPERHEATERS -
29 STOP & MANOEUVRING VALVES good
30 MAIN ENGINE DRIVEN PUMPS -
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES - Have Main Engines been tested working and manoeuvring? yes

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel so far as now seen is in my opinion, eligible to remain as now classed with fresh records of E.S. 7.57, MBS 7.57, SPS 7.57 and TS CL 5.57, subject to the water end of the ballast pump being renewed, also the 1st and 2nd rows of ahead blading of the H.P. Turbine Rotor before the end of January, 1958 and to the Steam Smothering Arrangement in the Engine Room, being modified before the end of August, 1957, to enable it to be used when the deck controlled valve to the fan engine is shut.

Date of Committee THURSDAY - 8 AUG 1957
Decision Deferred for comp ES
TS 5.57 MBS 7.57 SPS 7.57
50m, 6.56. T. (MADE AND PRINTED IN ENGLAND.)
David F. Brooke-Smith
Engineer Surveyor to Lloyd's Register of Shipping
004316-004320-0069 1/2

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32 Essential Independent Pumps (Identify by position) Ford. & Aft Feed Pumps, Aux. Feed Pump, Bilge Pump, P&S lub. Oil Pump, Ford. & Aft Fuel Oil Transfer Pump, Ford. & Aft Oil Fuel Burning Pumps, Sanitary Wash Deck Pump & Air Pump - all good. Ballast Pump +

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? yes - good

35 Fresh Water Coolers - 36 Lub. Oil Coolers good 37 Heaters (state service) Feed - good Oil Fuel - good

38 Independent Air Compressors, Coolers & Safety Devices - 40 Auxiliary -

39 Air Receivers & Safety Devices - Main -

41 Oil Fuel Tanks (Not forming part of hull structure) good

42 Evaporators good 43 Have Evaporator Safety Valves been tested under steam? yes

44 Steering Machinery - 45 Windlass - 46 Fire Extinguishing Arrangements good

AUXILIARY ENGINES (Identify by position) Ford. Port & Starbd. & Aft Dynamo Engines - Good

Forced draught fan good

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k As required			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Port, Centre & Starbd. - good

(Port 22.5.57) (Centre 23.5.57) (Starbd. 22.5.57)

Superheaters good

Safety Valves good

Mountings, Doors & Fastenings good

Safety Valves Adjusted to Sat. 225 lb

Spt. 225 lb

Boiler Securing Arrangements good

Main Economisers - Exhaust Gas Heated Economisers -

Steam Heated Steam Generators - Steam Generator Safety Valves Adjusted to -

Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes

Were Saturated Steam Pipes in cylindrical boiler smoke boxes examined as required by Rules? yes

Funnel good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested? yes

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

NOW DONE:- H.P. TURBINE ROTOR: 1st, 2nd row ahead blades found to be extensively eroded. It was recommended that these blades should be renewed at this time. As blades were not available, and as considerable delay would have interfered with vessels commitments, it was recommended that the 1st, 2nd row blading of the turbine rotor should be renewed withing 6 months, but before the end of January, 1958. It is considered that the H.P. Turbine Rotor is efficient in the meantime.

BOILER REPAIRS: Approx. 100 smoke tubes renewed in Port and Starbd. Boilers.

As studs holding the main stop valves to the Boilers were defective, and on removal of the stop valves, the boiler shell pads were damaged, it was necessary to renew these pads. On completion of repairs the boilers were subjected to a satisfactory hydraulic test.

AUX. CONDENSER:- Tubes and tube plate renewed owing to general wastage.

BALLAST PUMP:- Graphitization of the cast iron has generally wasted the interior of the water end of the pump. The exterior has been encased in a close fitted fabricated steel box packed with cement, and the interior of the pump coated with a plastic compound to prevent further corrosion. On completion repairs the water end was subjected to a hydraulic test of 10 kg/cm²

LEAVE THIS SPACE BLANK

Survey fees ES 246-5-0

MBS 22-10-0

TSCL 5-0-0

REPAIR Damage fee £20-0-0

Expenses... £12-10-0

Date when A/c rendered

Rpt. 9a

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15 JUL 1957

Port of HAMBURG

Continuation of Report No. 5738

dated 8.7.57

on the

S.S. "MARIANNE B."

BALLAST PUMP: (cont-d):- and found sound and tight and it is considered this pump will remain efficient for at least 12 months.

Minor repairs were effected to the remaining auxiliary machinery.

STEAM SMOTHERING ARRANGEMENTS:- It was noted at the time of testing that the deck controlled valve, shutting steam off the fan engine, also shut the steam off the engine room steam smothering system. It has been recommended that this arrangement should be modified to enable steam to be available for fire extinguishing in the engine room at all times.

This was not noted until a number of hours prior to the vessel's departure, and time did not permit alterations.

David F. Brooke-Smith

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