

Steel Screw Steamer "LILLY MARGRETHE"; No. 25858 in the Register Book; 605 tons gross; Built in 1920-5 mo; Port of Registry, Bergen.

Owners:- Carl M. Iversen A/S.

Classed:- *100A1 LMC 12,24
12,24 TS 4,24
s.s.No.1-24

On the occasion of the Special Survey No. 1, which was carried out at Piraeus in December 1924, the Surveyors reported that a vertical donkey boiler was placed at the starboard side of the engine room, and that its funnel passed through the upper side bunker without any insulating material or air space being provided.

The Surveyors pointed out that there was considerable risk of fire, and recommended that the lead of the funnel should be altered or a trunk way built in the side bunker with air space and insulation.

The donkey boiler was also found to be fitted with lever and weight type of safety valves, and in the circumstances the Owner, who was a Greek subject, agreed to discontinue the use of this boiler, and the vessel was allowed to remain as classed subject to the donkey boiler not being used again.

The vessel was subsequently sold to her present Owner, a Norwegian.

The Society's Surveyor at Bergen recently reported that when adjusting the safety valves of the main boiler he was requested to adjust the safety valves of the donkey boiler. He informed the Owner that the vessel's class was subject to the donkey boiler not being used again, and that he therefore could not deal with this boiler. About 100 lbs. pressure was on the donkey boiler at the time.


The Surveyor also added that the Owner

did not offer him an opportunity of inspecting the screwshaft. He did not understand why the Owner did not desire to have this done, but from information received from the Repairers he ascertained that the shaft was more or less corroded, and was taken out, electrically welded in way of the corrosions and skimmed up in the lathe. When he was called in, the shaft was already in place again, and when he informed the Owner that the shaft should have been inspected, the Owner requested him to state in his report that this had been done. He informed the Owner that he would state in his report that the screwshaft had been drawn but not inspected.

The facts of this case were submitted to the Classing Committee on Tuesday, the 28th instant, and in all the circumstances it was decided to give instructions for the vessel's class to be expunged from the Register Book with a red line (7.25), indicating non-compliance with the Society's Rules, and the Bergen Surveyor has been requested by cable to inform the Owner accordingly.



30th July, 1925.

A letter, dated 27th instant, has to-day been received from the Bergen Surveyor, stating that Norwegian Freeboards are now being assigned. 



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