

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24-11-1947 When handed in at Local Office 1947 Port of GRONINGEN.
No. in Survey held at Harlingen. Date, First Survey 11-8-47 Last Survey 8-11-1947
Reg. Book. 28923. on the ~~Woods Iron~~ Steel S.S. "MARLEEN" (No. of Visits 6)

TONNAGE : Built at Quebec. By whom Morton Engineering & D.D. When 1946. Co.Ld.
GROSS 515. Owners N.V. Kustvaart Rederij van Dudock, Owners' Address
UNDER DK. de Wit & Co. (If not already recorded in Appendix to Register Book).
NET Managers N.V. Scheepvaartbedrijf "Gruno". Port belonging to Amsterdam.

Surveyed Afloat or in Dry Dock? Afloat & Name of Dock Schw. "Welgelegen", Destined Voyage
Cell DBor DBa on Slipway. at Harlingen.
total capacity tons. FPT tons; APT tons; MT tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined yes Society's Freeboard (if assigned) as 183 ft. cm. m. painted on Ship and now verified

not required. Was a damage report made by anyone else? if so, by whom? Underwriter Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage repairs on slipway and alterations freeboard.

The vessel is reported, being on the Elbe off the Weser Lightship, a mine exploded at close distance of Shipsstern, on the 26-7-47.

The aftership was lifted out of the water by the violence of the explosion.

The vessel has been placed on slipway, bottom and rudder cleaned, examined, found or made in good condition and recoated.

The following damage repairs have been carried out:

Renewed. Keelplate No. 10.

On Portside. A strake plate No. 10.

On Starboardside. A strake plates No. 9 and 10; C strake plate No. 9.

Removed, faired and replaced. Keelplate No. 8. p.t.o.

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed ...	4							
Removed and Faired or Repaired	8	4						Rudder replated.
Faired or Repaired in place ...	4							

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks good	good	good	(State if on Felt.)
Bulking of Decks good	good	Coal Bunkers, Openings, Covers, &c. good	When fitted, Month Year
Amings good	Cement or Asphalt not examined	Oil Bunkers good	
ams & Fastenings good	Rudder good	Scuppers good	Boats good
tside Plating good, see report.	Steering gear and its connections good	Cargo Hatchways good	Masts, Yards, &c. good
" In way of sidelights not ex.	Windlass good	Hatches good	Condition, how ascertained. from deck
imes good	Have pumps been examined and found efficient? yes	Planking —	(State if wedges removed.) no wedges.
astle. rverse Frames good	Have Sluice Valves been examined and found efficient? yes	Caulking —	Equipment letter
gitudinals —	Have Watertight Doors been examined and found efficient? no. W.T. door	Treenails —	Anchors, No. of 3 B & 1 Str.
nverses —	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stemson —	Cables (State if now ranged) no
rs not examined	Air and Sounding Pipes good	Transoms, Pointers & Crutches —	" length mean diam.
lsons not examined	Doubling Plates under Sounding Pipes not	Timbers of Frame at openings —	(on board.) size
ggers —		" at other places —	Chain Locker not examined
r Bottom Plating not examined		Stringers, Clamps & Shelves —	Hawsers & Warps sufficient
e the Tanks been examined internally? no.		Salting —	Standing and Running Rigging efficient
e the Tanks been tested? no.		ex (State if examined.)	Sails —

General Observations, Opinion as to Class, Recommendation, &c. :—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example :— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is in a good and efficient condition and in my opinion eligible to be continued as classed 100A1 with freeboard with fresh record of survey 11-47 (class contemplated), subject to identified shell plating Port & Starboard side being repaired at the first opportunity available.

Fee (per Section 29) £ : : Fees applied for, 26-11-1947.
Damage or Repair Fee (if any) £1 250. -- Received by me, 19.
per Sec. 29
ng Expenses (if chargeable) £1. 90. --
Surveyor's Fee (if any) £ : :

ntee's Minute. For minute see J.E. App. etc. 6906
ster Assigned.

Surveyor to Lloyd's Register of Shipping.
L.H. Wehrmeijer.

009879-009887-0036

On Portside.B strake plates No.9 & 10.

On Portside.B strake plates No.9 & 10.
On Starboardside.B strake plate No.10; A strake plate No.8; D strake plates No.8,9
& 10. with four frames in engineroom.

Faired in place. Keelplate No.7.

On Starboardside. A strake plate No. 11; C strake plates No. 7 & 10.

On Starboardside. A strike plate No. 11; C strike plate.
In accomodation aft. some steel division bulkheads faired in place. Covering (litosilo)
of ceilings in cabins aft. renewed.
(Double plated rudder)

Rudder unshipped plate of same renewed. (double plated rudder)

Hydraulic steering engine one ram renewed.

On completion of repairs steering engine and windlass tried under working condition and found in good order.

A few minor repairs have been carried out.

A few minor repairs have been carried out.

The following more or less indented shell plates which have not been dealt with at

this time, are on S.B. side counted from aft:

Sheerstrake: Plate No.2.

Strake below Sheer: Plate No.5.

On Portside Sheerstrake: Plates No.4, 5 & 6.

Strake below Sheer: Plate No.5.

On 3rd Rpt Form C 11: Reversed frames 100 x 45 x 9 angles fitted on every 4th frame in lower holds. 2" hatch covers on the upper deck replaced by 2½" covers. Nos 1 & 2 upper dk hatchway coverings increased in height to 620 ¼ in.

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

ANCHORS.

When Anchors or Castles are used.

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

If Patent state name of Patentee.

If Stockless, state Mechanical Test.

It must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

Kedge

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLE

CHAIN CABLES.

[illegible]

Iron Stream Chain }
or Steel Wire }