

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

6 DEC 1947)

Date of writing Report. 24-11-1947 When handed in at Local Office. 1947

Port of GRONINGEN.

Survey held at Harlingen. Date. First Survey 30-8-47. Last Survey 18-11-1947. (No. of Visits 4)

223. on the Machinery of the ~~Wooden~~ Steel S.S. "MARLEEN".

Year. Month.

Gross 515 Vessel built at Quibec. By whom Morton Engineering & D.D. Co. Ltd. When 1946.
 Net Engines made at Montreal By whom Canadian Vickers Ltd. When 1946.
 Boilers, when made (Main) (Donkey)
 Owners N.V. Kustvaart Rederij van Dudoch Owners' Address
 Managers N.V. Scheepvaartbedr. "Grundo" (if not already recorded in Appendix to Register Book.)
 Port Amsterdam. Voyage

Main Boilers 205 lbs. Surveyed Afloat or in Dry Dock Afloat and on slipway.
 (State name of Dock.) Schw. "Welgelegen" at Harlingen.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

| CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. | Years assigned expired | Machinery and Boiler Surveys (including date of N.B., if any) |
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| 100A1 with freeboard. | | |
| (Class contemplated) | | |
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Report No. Port Particulars of Examination and Repairs (if any) Damage repairs

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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 why they were declined yes, not required.

Damage report made by anyone else? If so, by whom? Underwriter Surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Donkey " " " "

State for what reasons What parts of the Boilers could not be thus thoroughly examined?

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Latest date of internal examination of each boiler 13-10-47 Present condition of funnel(s) good.

Did Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 205 lbs.

Did Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

Did Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boilers? -

Did Surveyor examine the drain plugs of the Main Boilers? yes, and of the Donkey Boilers? -

Did Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers? -

Has screw shaft now been drawn and examined? yes Has it a continuous liner? no Is an approved oil retaining appliance fitted at the after end? yes

Has shaft now been changed? no If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 13-10-47 State the wear down in the bush fit Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Has insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

Engine parts, when referred to by numbers, should be counted from forward.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Vessel is reported, being on the Elbe off the Weser Lightship, a mine exploded at close distance shipstern, on the 26-7-47.

Aftermath ship was lifted out of the water by the violence of the explosion.

Ship placed on slipway.

Shafting being out of line by deformation of the afterbody of the ship; sterntube and screwshaft, screwshaft and sternbush supporting propeller skimmed up, sternbush gland in way of afterpeak head renewed, sterntube tested under hydraulic pressure, found sound and tight.

Intermediate, Thrustshaft disconnected, main engine lifted, steampipes to 3" bore disconnected, led, examined and tested by hydraulic pressure as required by the Rules.

Al service pumps overhauled, broken foundation foot welded, pump rebushed.

Foundation foot of the aux. feed pump welded.

Valve to afterpeak tank bulkhead renewed. Valve to wing feed tank renewed.

Shaft of main engine examined, engine lifted on place, alignment of shafting examined, holding bolts renewed and examined. (to be contnd.)

Observations, Opinion, and Recommendation:

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., PD, &c.) CS 3,34,

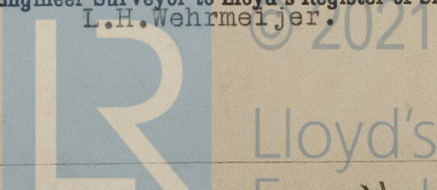
Machinery of this vessel is in a good condition and in my opinion eligible to be classed as previously recommended. (Class contemplated)

Fee (per Section 29). £ : Fees applied for 26-11-1947.
 Damage or Repair Fee (if any) £1. 180.--
 (per Section 29.)
 Other expenses (if chargeable) £1. : 35.--
 Received by me, 19

FRI. 16 JAN 1948

Committee's Minute For work see J.E. Rpt. Dec. 6/47

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



Lloyd's Register of Shipping

009879-009887-0041/12

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

S.S. "MARLEEN".

(contnd.)

Condensor hydraulic tested, found good.

Pumps and auxiliaries overhauled, found or made good.

Boiler replaced in its original position, hydraulic tested, examined, found good.

Electric installation examined, made or found good.

On completion of repairs main engine tried under full loading condition, found working satisfactory.

Pumps, electric dynamo tried, found working satisfactory.

L. H. Wichman