

REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report March 10th 1947 when handed in at Local Office March 10 1947 Port of NEW YORK
 in Survey held at New York Date, First Survey March 10th Last Survey March 10th 1947
 Book. (No. of Visits 1)
 on the Wood, Iron or Steel S.S. "MARLEEN" ex "OTTAWA MAYCLIFF"

TONNAGE:— Built at Quebec, P.Q. By whom Morton Engineering & D.D. When 1946
 GROSS 424 Owners N.V. Motorschep Martha Owners' Address
 UNDER DK. — Managers Port belonging to Amsterdam
 ET —

veyed Afloat or in Dry Dock? Afloat Name of Dock Pier No. 12 Brklyn. Destined Voyage
 N.Y.
 DBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
 al capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.
 N.B.—All alterations in the existing records should be underlined.

st Report, No. Port

odical Surveys, when held, must be reported in detail and seriatim 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.

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 not

quired Was a damage report made by anyone else? if so, by whom? No

PAIRS, OR EXAMINATION AS PER RULE, FOR Damage, cause "unknown" but stated to have been found on arrival at
 ilmington through water in the fore hold on the 6th March.

re peak suction pipe flange joint (portside) leaking and fresh water suction pipe (starboard)
 ange joint on bulkhead leaking.

ell plating. Starboard No. 3 plate from forward, 2nd strake below sheer atrake in way of welding
 securing forward end of rubbing band, fractured vertically 3", wooden band broken and end pro-
 tion missing.

Done for permanent repairs:— Fore peak and freshwater tank suction pipes rejoined. Top and
 ttom flanges of rubbing band angles rounded at forward end.

ners representative requested that temporary repairs be carried out at this time.

Done for temporary repairs:— Shell plate No. 3 (from forward) faired, fracture ends drilled.

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

PRESENT CONDITION OF THE

Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Cement or Asphalt	Oil Bunkers	Boats
Rudder	Scuppers	Masts, Yards, &c.
Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
Windlass	Hatches	Equipment letter
Have pumps been examined and found efficient?	Planking	Anchors, No. of
Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board)
Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
	" " at other places	Standing and Running Rigging
	Stringers, Clamps & Shelves	Sails
	Salting (State if examined.)	

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."

is vessel is in good condition and eligible in my opinion to remain as classed without fresh
 ord of Survey, subject to shell plate No. 3 (s) in 2nd below sheer strake being permanently
 faired at first opportunity.

Fee (per Section 29) \$: : Fees applied for, Mar 11 1947
 Damage or Repair Fee (if any) \$30.00 : : Received by me, Mar 14 1947
 (per Sec. 29) \$1.00 : :
 ing Expenses (if chargeable) \$: :
 Surveyor's Fee (if any) \$: :

Committee's Minute

Character Assigned as now subject.

NEW YORK MAR 12 1947

Surveyor to Lloyd's Register of Shipping.

FRI. 16 JAN 1948

009879-009881-0047

Doubling plate welded over repaired area.

RAYB.—If this Report is copied by Conving Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.