

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

(Received at London Office)

14 NOV 1949

Date of writing Report 28th Oct. 1949 When handed in at Local Office 19

Port of Bremerhaven

No. in Survey held at Bremen

Date. First Survey 1st Sept. Last Survey 27th Oct. 1949

on the Machinery of the Wood, Iron or Steel S.S. "MARKAB" ex "EMPIRE MAURITIUS" (No. of Visits eleven)

Gross Tonnage 7310 Vessel built at Sunderland By whom Bartram & Sons, Ltd. Year. Month. 1945 2
 Net Tonnage 5094 Engines made at Sunderland By whom Duncan Stewart & Co, Ltd. When 1945
 Nominal Horse Power 510 Boilers, when made (Main) 1945 (Donkey)
 No. of Main Boilers 3 Owners Bury Hill Shipping Co. Ltd. Owners' Address
 No. of Donkey Boilers - Managers Phoccean Ship Agency Ltd. (if not already recorded in Appendix to Register Book.)
 Working Pressure in Main Boilers 220 (Sp) Port Sunderland Voyage
 Working Pressure in Donkey Boilers - If Surveyed Afloat or in Dry Dock both
 (State name of Dock.) A.G. Weser, Bremen

Last Report No. Port Particulars of Examination and Repairs (if any)

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

Where 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, but not requested.

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

What parts of the Boilers could not be thus thoroughly examined? Furnaces sighted on changing of boiler fronts to oil fuel

What 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? Furnaces sighted on changing of boiler fronts to oil fuel

What is the latest date of internal examination of each boiler? -

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

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

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

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

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

Has the screw shaft now been drawn and examined? - Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has the shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the screw bush -

Is electric light and/or power fitted? - If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

Are engine parts, when referred to by numbers, should be counted from forward? -

Are arrangements for conversion from coal to oil fuel burning by the A.G. Weser, Bremen.

Is the boiler fitted with a Tem Tod Oil Burner Ltd.

Are units, pumps, Weirs (vertical) not stamped. Heaters (2) No. 11593, Lloyd's test, No. 227 EMS -/-/48.

Are piping arrangements in accordance with approved plans, Fire extinguishing T.D. 30/9/49, Oil fuel R.R.H. 9/9/49, and other dated 9/9/49.

Are heating coils fitted in. No. 2 p. & s., No. 3 p. & s., No. 4 p. & s., No. 7 p. & s., and to p. & s. wing settling tanks in engine room. (See hull report).

Are piping, solid drawn Mannesman, welding of pipes, electric welded, machined flanges of heavy section suitably jointed.

Are hydrostatic test to all heating lines 25 ATU. Oil pressure discharge lines to heater and boiler fronts tested 30 ATU. Filling lines, and transfer lines in engine room to 6 ATU.

Are piping arrangement: General service pump disconnected from bilge main. ✓

Are fuel transfer pump connected to bilge main. ✓

Are closing cocks fitted to sounding pipes of Nos. 4 and 7 tanks. p.t.o.

General Observations, Opinion, and Recommendation:— This vessel is eligible in my opinion to remain as now classed with fresh record of "fitted for oil fuel 10/49, FP above 150°".

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100 Al with Free board 3.49</u>		<u>+LMC 3.49</u>
<u>CS and -3.49</u>		<u>C.L. N 2.49</u>

Survey Fee (per Section 29) £ 20: -
 Special Damage or Repair Fee (if any) (per Section 29.) £ :
 Printing expenses (if chargeable) £ 8: 5: -

No. of copies of this report taken from 19
 Received by me 19

J. M. M. M.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 9 DEC 1949
 Signed As now, without spl. cond. Fitted for oil fuel &c.

Lloyd's Register Foundation
 010495-010501-0304/2

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

"M A R K A B"

Funnel damper removed.

Fore peak and after peak pumping arrangements. (See hull report).

Wing settling tanks, quick shut off controls operated from main deck level and self closing test cocks fitted, suitable float level indicating device fitted.

Overflow pipes 4" Dia.

Fuel pumps and fire extinguisher (steam) operative valve spindles led to main deck level.

Oil collectors fitted around wing tanks and fuel pump units.

Drip trays below burners.

Cofferdam space below settling tank suitably drained to oil collector, ventilated, and arrangement fitted for pumping out oil collectors.

Satisfactory tests of machinery, oil, burnings units, pumping, and fire extinguishing carried out.

SRL: Exmd. M.E. front, I.P. column, and front L.P. column at base, in order.

J. K. M. [Signature]



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