

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

22 OCT 1948)

Date of writing Report 30th Sept., 19 48 When handed in at Local Office 1st Oct., 19 48 Port of Galveston, Texas
 No. in Survey held at Galveston, Texas Date, First Survey 27th Sept. Last Survey 29th Sept., 19 48
 on the Machinery of the ~~Wood~~ ~~Iron~~ Steel Steamer "MARABANK" (No. of Visits 4)

Gross 7269 Vessel built at Baltimore, Md. By whom Bethlehem Fairfield Shyd., When 1943
 Net 4468 Engines made at Hamilton, Ohio By whom Inc. General Machinery Corp. When 1943
 Nominal Power - Boilers, when made (Main) 1943 (Donkey) -
 No. of Main Boilers 2 Owners Bank Line, Ltd. Owners' Address -
 No. of Donkey Boilers - Managers Andrew Weir Shipping & Trading Port Glasgow Voyage -
 Steam Pressure - If Surveyed Afloat or in Dry Dock Both, Todds D.D. No. 2
 No. Main Boilers 250 (State name of Dock.) & Todds Piers
 No. Donkey Boilers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

1st Report No. Port
 Particulars of Examination and Repairs (if any) Pt. LMC & T.S.

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.

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 Not required

Is 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

" " Donkey " " " "

Was this not done, state for what reasons? Not submitted for survey

What parts of the Boilers could not be thus thoroughly examined? -

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? -

Latest date of internal examination of each boiler - Present condition of funnel(s) Good

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? - 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 screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? Yes If so, state reasons Owners replaced U.S. made shaft with British made shaft

Has the shaft now fitted been previously used? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Date of examination of Screw Shaft 28th Sept. 1948 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Both

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

Is Survey not complete, state what arrangements have been made for its completion and what remains to be done. LMC advanced & T.S. completed.

Done Vessel placed in dry dock, propeller, aft end of stern bush, shell fastenings of sea connections examined, found or now placed in good condition.

Shaft Survey Original tailshaft drawn, examined, found in good condition and placed on board as

gear. Stern bushes rewooded. New tailshaft complete with bronze liner, fitted to propeller

r. tailshaft installed, bolt holes reamed, bolts and propeller tightened up.

tailshaft number LR1874 W.A.L. 5-3-48.

Done LMC Intermediate shafting all bearings, thrust block bearings and pads, crankshaft main

cranks all opened, examined, found or now placed in good condition, wear-down checked, even wear-

down of 3 thousands, crankshaft examined, as far as exposed, i.e. main bearing journals and webs all

in good condition. (P.T.O.)

General Observations, Opinion, and Recommendation:— The boilers and machinery of this vessel are

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, B.S. 9,11, B.E.M.S. 9,11, *L.M.C. 9,11, or

* LMC 140 lb., F.D., &c.) CS 3,34,

in good condition and eligible, in my opinion, to remain as classed and to have the record of L.M.C.

in date, when the survey has been completed, and the notation T.S. (CL) new 9,48, subject to all

standing requirements being carried out as previously recommended.

Fee (per Section 29) \$ \$55.00 Fees applied for 1/10/ 19 48

Special Damage or Repair Fee (if any) \$: +

(per Section 29.) T.S. 30.00 Received by me, 19

Printing expenses (if chargeable) \$: ?

Committee's Minute TUES. 3 MAY 1949

signed Classification contemplated

T.S. N. 9, 48.

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Main Circulating pump casing, impeller shaft and bearings also engine cylinder, piston, valve, crank shaft and connecting rod. Two Oil Fuel Service pumps, one Oil Fuel Transfer pump, also one Auxilliary air and circulating water pump all opened, examined, found or now placed in good condition.

Repairs Now Done Main engine governor (Aspinal) fractured bracket removed, repaired and replaced in good condition.

Special Reason List No. 96

Correct various sub-circuits, stated completed. *Nov 8.48.*
Machinery, Boiler and Electrical First Entry Reports to be furnished. Machinery Report attached

VB



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