

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

No. 117120

(Received at London Office

Date of writing Report 2-9-1948

When handed in at Local Office 8 SEP 1948

Port of

LONDON

No. in Reg. Book.

Survey held at

LONDON

Date. First Survey 20-8-48

Last Survey 25-8-1948

(No. of Visits FOUR)

67217 on the Machinery of the ~~Wood, Iron or Steel~~ SS. "MARABANK"Tonnage { Gross 7225
Net 5183

Vessel built at BALTIMORE, MD.

By whom BETHLEHEM FAIRFIELD SHIPYARD INC.

Year. Month.

1943

Nominal

Engines made at HAMILTON, O.

By whom GENERAL MACHINERY CORP.

When 1943

Horse Power

Boilers, when made (Main) 1943

(Donkey)

No. of Main Boilers 2 w 18

No. of Donkey Boilers

Owners BANK LINE LTD

Owners' Address

Steam Pressure

Managers ANDREW WEIR SHIPPING & TRADING CO., LTD. (if not already recorded in Appendix to Register Book.)

Port Glasgow

Voyage

in Main Boilers 230 lbs

in Donkey Boilers

If Surveyed Afloat or in Dry Dock

AFLOAT

(State name of Dock.)

SURREY COMMERCIAL DOCKS

Last Report No. Port

Particulars of Examination and Repairs (if any) R. LMC-MS and R.B.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.)

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 why they were declined

Was a damage report made by anyone else? If so, by whom?

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

" Donkey "

If not, state for what reasons

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?

State latest date of internal examination of each boiler PORT 20-8-48

Present condition of funnel (A) EFFICIENT

Did the Surveyor examine the Safety Valves of the Main Boilers? PORT YES

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? PORT YES

, 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? PORT YES

, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has 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

stern bush Is electric light fitted? YES

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

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

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

LMC the following remain to be examined:- crank, thrust and intermediate shafts, pumping arrangements, all pumps except the two main feed pumps and the two Bilge/Ballast pumps. To complete the survey for BS, PORT boiler to be examined under steam and the safety valves adjusted. Oil fuel burning installation to be examined under working conditions. Deck controls to tank valves and steam smothering apparatus tested. Stated that these would be advanced on vessel's arrival at Bristol Channel (port not stated).

NOW DONE FOR R. LMC:- Examined LP cylinder, piston and rod; valve, rod and chamber; MP cylinder, piston and rod; valve, rod and chamber; HP valve, rod and chamber; main engine air pump entire; Inboard Feed, Inboard Bilge/Ballast pumps, Windlass engine opened up examined complete; Main and Auxiliary Condensers (tested) and all found or placed in good order. Electrical installation examined under working conditions after minor repairs, megger tested & found satisfactory.

NOW DONE FOR BS:- PORT Boiler examined internally and externally together with mountings, doors, superheaters and fastenings and found or placed in good order. S.B.L. Submitted that condition regarding electrical sub-circuits be now deleted.

General Observations, Opinion, and Recommendation:- The machinery of this vessel as now examined

(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., FD, &c.)

is in good order and eligible in our opinion to remain as classed with record of LMC-MS 5,47 when the survey has been completed and BS 4,48 when the survey has been completed

Survey Fee (per Section 29)

£

Fees applied for

19

Special Damage or Repair Fee (if any)

£

(per Section 29.)

Received by me,

Travelling expenses (if chargeable)

£

19

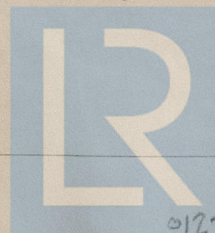
Committee's Minute

Signed

See Bns 17043

THURS 21 OCT 1948

Engineer Surveyor to Lloyd's Register of Shipping.



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