

Chief Ship Surveyor 3. 9. 02

Received from Chief Ship Surveyor

NAME In S. S. "Marion Lee"

Report Em. No. 2035

Remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Survey S. S. No. 2 and damage due to foundering

The S.S. No. 2 has been held and the following repairs done due to wear and tear;— 18 deck plates renewed, deck plating and tunnel repaired, centre intercostal plates in way of engines and four in fore hold doubled, a number of frames, centre keelson and bunker bulkheads repaired, port hawse pipe renewed, ceiling partly renewed, hatches made good and minor repairs.

Repairs due to damage;— A new sole piece welded on to the stern frame, rudder repaired also the tiller, 2 garboard plates renewed, steering gear overhauled and minor repairs. 45 fathoms of chain cable of proper weight, size and test have also been supplied to replace same amount lost.

The 1st bower anchor has been lost. Another of less weight than required by Table 22 is on board and the Owners have ordered a new anchor to replace this.

A plate on starboard bow has been temporarily repaired, and the Owners propose to deal with this at the next annual survey, which proposal the Surveyor recommends for approval.

The vessel requires to be fitted with spar ceiling in the holds and the Owners have been written to by the Grimsby Surveyors regarding this and state in reply they are of opinion that in their trade cargo battens are not wanted and will do more harm than good, the vessel being amply protected by dunnage and matting.



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However if the Committee insist upon them being fitted, they, the Owners, will consider the desirability of doing so the next time the vessel is in dry dock, as they cannot take her off the station now without considerable inconvenience to themselves.

It is submitted the Owners be informed that cargo battens must be fitted as required by the Rules, and that without delay, and they should state when and at what port this will be done. In the meantime the vessel might be allowed to remain classed, subject to the temporarily repaired plate on the starboard bow being renewed at the next annual survey as recommended by the Surveyor, and when cargo battens have been fitted in the holds as required by the Rules, and a new bower anchor of proper weight and test supplied to have record of survey and notation of .S. No.2 assigned.

*C. A. P.*  
*3/9/02*



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