

S/S "Marion Lee"

water pressure and found tight. Decks examined, drill tested and put in good condition. Deck pumps examined & tested. Windlass, steering gear, watertight doors, sluice valves & examined. Freeboard marks checked.

45 fms of ^{new} chain cable has been supplied to replace same amount lost. Same examined and compared with the certificate. Part as below. The 1st lower anchor has been lost. Another anchor less than the required weight is on board. The Owners have ordered a new anchor to replace this one.

One plate on the starboard bow is broken immediately below the hawse pipe and an efficient bolted patch fitted. It was recommended that this plate be renewed. The Owners request that they may defer dealing with this plate until next annual survey. This request is respectfully submitted for the favourable consideration of the Committee.

The bottom was found very slightly set up on the port side & otherwise undamaged. It is not considered necessary to deal with this.

Repairs on account of Wear & Tear:- 14 plates in the raised quarter deck and 4 in the main deck renewed. The deck plating in of the fore mast and starboard forward bollard doubled. On top plate in the tunnel doubled. A number of rivets connecting the girders to the floors in the after tank renewed and chafing bars fitted to the girders where necessary on account of the rivets being chafed through at the rivet holes. Centre intercostal plate in way of the engines and four in the fore hold doubled. A number of broken or wasted reverse frames fitted with back rivets angles or face plates as found most suitable. A few broken rivets renewed. A face plate fitted on the centre keelson & wasted under the boiler drain cock. The lower part of the side bulkheads doubled where wasted. A few bunker stays renewed. Chafing bars re-riveted. Port hawse pipe renewed. Fore & mast shrouds and lower stays renewed. Four sidelights renewed & repaired. All ceiling in the after hold and about half in the fore hold renewed. About 3/4 of the hatches renewed and the remainder repaired as found necessary. Rudder head neck ring renewed.

Repairs on account of Damage:- The stern frame being broken has now been removed, cut and a new sole piece welded on to the stern & rudder posts. Rudder removed, painted & riveted & rudder replaced. The tiller drilled & split off, repaired & refitted. The rudder trunk removed & refitted. The wood lock renewed. A few defective rivets in the bottom renewed. No 1 keel plate on each side & No 2 keel plate

(See continuation sheet)

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Telephone: No. 65, King's Lynn.
Telegraphic Address:
MAJORES, LONDON.
STEAMER, KING'S LYNN.
GUSTAMAJO, HAMBURG.
KING'S LYNN & HAMBURG
SHIP COMPANY, LIMITED
REGISTERED OFFICE
21, MINING LANE
LONDON, E.C.
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Grimsby

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renewed on account of damage in removing. No. 1 garboard plate on both sides renewed on account of unfair holes. The steering gear, leads, pins &c overhauled & steering chains examined and annealed.

Particulars of New Chain Cable :- 45 fms 1st stud link chain cable & 4 shackles
 Weight = 40 cwt 1 qr 24 lb. Breaking strain 46 tons 10 cwt, Tensile strain = 31 tons
 Mark 1-2-01 LPH-LW 9671-31-0-0-0 B & T 46-10-0-0
 Maker J. Abbot & Co. Ltd.

J. H. Butler for Supt - Low Walker. 31/5/02

Weight required by Rules = 39 cwt 3 qr 2 lb.

The spar ceiling in the holds (see Grimsby letter of 17/7/02 and Secretary's letter to Owners 29/7/02) was not fitted when the vessel left Grimsby. The Owners have been written regarding this matter but, as far, have not replied. Their reply will be forwarded when received.

B. G. O.