

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

(Received at London Office) **TUES. 2 SEP 1902**

of writing Report When handed in at Local Office **1st Sept. 1902.** Port of **GRIMSBY.**

No. in Book. Survey held at **Grimsbly** Date, First Survey **2nd July** Last Survey **20th Aug 1902.**

19 on the Machinery of the **Wood, Iron or Steel** **SS "Marion Lee"** Master **J. Davis**

Age { Gross **664** Vessel built at **Whitehaven** By whom **Whitehaven S.S. Co** When **1882** MONTH **2.**
 Net **405** Engines made at **Glasgow** By whom **Dunsmuir Jackson** When **1882.**
 Registered {
 Horse Power }
 of Main Boilers **no** Boilers, when made (Main) **1895** (Donkey) **1902.**
 of Donkey Boilers **no** Owners **Lynn & Hamburg S.S. Co** Port **King's Lynn** Voyage **Hamburg**
 Steam Pressure of Main Boilers **90lb** If Surveyed Afloat or in Dry Dock **Royal Dry Dock** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Most Survey No. Port
 Particulars of Examination and Repairs (if any) **SS No 2 & Damage.**

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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? also whether any damage report was made, and, if so, by whom?

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

Do. " Donkey " " " **New boiler.**

Was this not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? **Yes** To what pressure were they afterwards adjusted under steam? **90lb per sq. in.**

Did the Surveyor examine the Safety Valves of Donkey Boiler? **Yes** To what pressure were they afterwards adjusted under steam? **80**

Was the propeller shaft been drawn and examined at this time? **Yes** If spare propeller shaft fitted, state whether new? **New shaft fitted**

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? **Good fit.**

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? **Yes**, and of the Donkey Boiler? **None**

Did the Surveyor examine all the mountings of the Main Boilers? **Yes** and of the Donkey Boiler? **Overhauled**

The propeller, stern bush, sea connections & fastenings examined. The propeller shaft drawn, examined and found cracked at both ends of the after liner. A new shaft now fitted. Cylinders, pistons, slide valves & faces, crank, thrust & intermediate shafts and pumps examined. The crank shaft found badly cracked in nos 2 & 3 journals. A new shaft now fitted. Condensers examined & tested. Arrangements of cocks, pipes, bilge suction &c examined.

Main boiler examined internally & externally and found in good condition. All mountings overhauled and examined. The safety valves afterwards adjusted under steam to 90lb per sq. in.

Main steam pipe annealed and tested to 200lb per sq. in.

A new donkey boiler (London Report No. ^{attached}) has been fitted and secured in place. The old mountings overhauled and fitted to the new boiler. The safety valves adjusted under steam to 80lb per sq. in and satisfactorily tested for

General Observations, Opinion, and Recommendation:—

(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. 9,00, B.&M.S. 9,00 or L.M.C. 9,00, 140 lb., F.D., &c.)

The machinery of this vessel is in good condition and eligible, in my opinion, to remain as classed with fresh record of L.M.C. 8.02 and NDB 02. The donkey boiler pressure (80lb) should be inserted in the Register Book. The entry in the Special Reasons List re Donkey Boiler should be removed.

Office or Registration Fee (per Sec. 97) Fees applied for **1/9/1902**

Survey Fee (per Section 28) **Less DB fee 3** Received by me, **B. G. Oxford**

Special Damage Fee (per Section 28) **2.2** **17.9.02**

Seawalling Expenses (if chargeable) **Less 10% 5.2** **11.9.02**

State if Certificate is required **4.12**

Committee's Minute **FRI. 5 SEP 1902** **FRI. 11 SEP 1903** **FRI. 10 OCT 1902**

Assigned **+ L.M.C. 8.02** **TUES. 6 OCT 1903**
R.D.B. 02

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

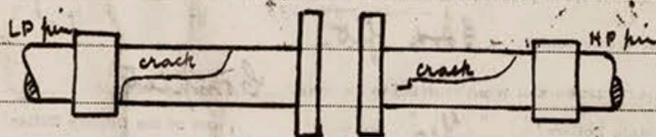
Certificate to be sent to

S/S Marion Lee

accumulation.

Repairs on account of wear & tear :- HP piston ring renewed. HP slide valve spindle & the feed pump plungers turned up, glands rebushed and neck rings renewed. Thrust rings renewed. Pump lower brasses renewed. Stop valve & spindle & main check valve renewed. All small gear overhauled. All cocks, valves & overhauled. Engines generally overhauled & adjusted. Funnel repaired.

Repairs on account of damage by grounding :- Propeller shaft and crank shaft renewed. The stern tube drawn for effecting repairs to the stern frame and refitted. The stern bush drawn rewooded and turned outside, strips pinned on and the bush refitted in the stern tube. The circulating pump barrel rebores and a new piston fitted. Both bilge plungers turned up, glands rebushed & neck rings renewed. Lower half of after bearing brass renewed. Donkey suction & main blow down pipes repaired.
H. G. O.



Stern shaft cracked at after lines now renewed. A new crank shaft fitted. And other engine repairs due to damage & wear & tear.

A new SB fitted

It is submitted that this vessel is eligible for THE RECORD + S.M.C.P. 02
NOB 02, working
price: 50 lb.

C.M.
3.9.02
Range 10. in
strictly in
regard to
old NOB.

C.M.

GMS 357/206

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.