

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.

Book.

Survey held at

Grimsby

Date, First Survey

2nd July

Last Survey

20th Aug 1902.

19

on the Machinery of the

SS "Marion Lee"

Master

J. Davis

Gross

664

Net

405

Vessel built at

Whitehaven

By whom

Whitehaven S.S. Co.

Engines made at

Glasgow

By whom

Dunelmith & Jackson

When

1882

Boilers, when made (Main)

1895

(Donkey)

1902.

When

1882.

Owners

Lynn & Hamburg

Port

Hamburg

Voyage

Hamburg

If Surveyed Afloat or in Dry Dock

Royal Dry Dock

State name of Dock.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.

Machinery and Boiler

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 details 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? ☒

Do. " Donkey " " " " ☒ New boiler.

Did this was not done, state for what reasons? ☒

Did 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? ☒

To what pressure were they afterwards adjusted under steam? 90 lb per sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? ☒

To what pressure were they afterwards adjusted under steam? 80 " " "

Has the propeller shaft been drawn and examined at this time? ☒

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? ☒

, and of the Donkey Boiler? ☒

Did the Surveyor examine the drain plugs of the Main Boilers? ☒

, and of the Donkey Boiler? ☒

Did the Surveyor examine all the mountings of the Main Boilers? ☒

and of the Donkey Boiler? ☒

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. Condenser 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 90 lb per sq. in.

Main steam pipe annealed and tested to 200 lb 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 80 lb 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.S.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 (80 lb) 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. 27) £

Survey Fee (per Section 28) £ 3.00

Special Damage Fee (per Section 28) £ 2.00

Travelling Expenses (if chargeable) £ 5.00

State if Certificate is required

Committee's Minute FRI. 5 SEP 1902

Assigned + L.M.C. 8.02

Received by me, 17.9.1902

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

FRI. 11 SEP 1903

FRI. 10 OCT 1902

TUES. 6 OCT 1903

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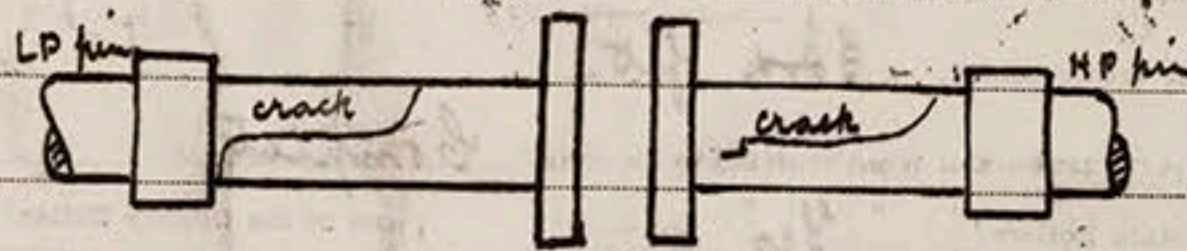
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S/S Marion Lee

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 &c overhauled. Engines generally overhauled & adjusted. Tunnel 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 rebored 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.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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. 1903 02. working price: 80 lbs.

C.M. 3.9.02. Range 10. in striking in regard to old 1903.