

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

(Received at London Office)

Date of writing Report 15-12-1942 When handed in at Local Office 15-12-1942 Port of Leith

No. in Reg. Book 78302 Survey held at Leith Date. First Survey and Last Survey 7-12-1942 (No. of Visits one)

on the Machinery of the Wood, Iron or Steel "MARISO"

Tonnage } GROSS 7659 Vessel built at Kiel By whom Fach. Krupp A.G. Gd. Year. Month. 1930  
 Net 4482 Engines made at Hamburg By whom Blohm & Voß When 1923 refitted 1930

Nominal Horse Power --- Boilers, when made (Main) --- (Donkey) ---

No. of Main Boilers --- Owners N.V. Nederlandsch-Indische Maats. van Zeevaart. I. Owners' Address --- (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers --- Managers --- Port Leith Voyage ---

Steam Pressure in Main Boilers --- Surveyed Afloat or in Dry Dock Imperial (State name of Dock.)

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

Last Report No. --- Port Leith Locking advancement

Particulars of Examination and Repairs (if any) Classification

(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? No

" " Donkey " " " ---

If this was 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? ---

State latest date of internal examination of each boiler ---

Present condition of funnel efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? ---

To what pressure were they afterwards adjusted under steam? ---

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

To what pressure were they afterwards adjusted under steam? ---

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ---

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? ---

and of the Donkey Boilers? ---

Has the screw shaft now been drawn and examined? No

Is it fitted with continuous liner? ---

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ---

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ---

State date of examination of Screw Shaft ---

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted ---

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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done will be advanced as opportunity occurs. See Dundee Report

Now done: Vessel placed in dry dock, the propeller, outer end of stern bush, sea connections and the outside fastenings examined. The sea connections have been cleaned & overhauled. The Ministry of War Transport Surveyor would not issue a licence for the screw shaft to be drawn in at this time for examination. It was noticed that a spare screw shaft was stored in the tunnel, the particulars of which are as follows:—  
Dia. of shaft = 15 1/2", two liners, thickness of liners = 1 1/16", length of aft bearing = 6'-6".  
This spare shaft appears to have been used before.

General Observations, Opinion, and Recommendation: The machinery of this vessel is now so far as seen in a safe working condition and eligible, in my opinion, to be classed when the survey has been completed.

(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, R.S. 2, 11, P.M.S. 2, 11, & L.M.C. 2, 11, or R.L.M.C. 110 lb., F.P., &c.)

Survey Fee (per Section 20) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 20) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute

Assigned

BS. 11.42

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation