

s/s "Mariso"

The scantlings & the condition of the boilers are such as to merit, in my opinion, a working pressure of 213 lbs. The main & auxiliary steam pipes were examined in place, but were not tested at this time.

The feed pumps were overhauled & were put in good condition. They were tried on the boilers & were found satisfactory. The bilge & ballast pumps, & the pumping arrangements were examined & tried & were found in order. The centrifugal pump was also examined & tried. The main circulating pipe, made of copper, was found thin in places. Patches were brazed over the thin parts, & these were further strengthened by straps. The pipe is now efficient, but the Owners propose to renew this pipe abroad, where the copper supply is more plentiful. The steering engine & windlass were examined & tried & were found in order.

It was noticed that the lagging & cleading of all the boilers, & of the steam pipes on the boiler tops, was in a bad condition, & the attention of the Owners' representative was drawn to this. Enquiries were made to see if repairs could be carried out now, but neither labour nor materials were available. The Owners propose to have this work carried out abroad at the first opportunity.

The Main Machinery, which consists of four turbines driving the shafting & propeller through single reduction gearing, was not opened up at this time, but the lubricating oil pumps were tried, & were found in order.

The Generator Engines consist of three Linke-Hoffmann 6 cylinder Diesels, & one Deutz 6 cylinder Diesel, each driving a generator of 130 Kw. The three Linke-Hoffmann Engines are situated in line abreast in the port forward corner of the Engine Room, & the Deutz is placed aft of these, also on the port side. None of these engines was opened up at this time, but it was noticed that the centre Linke-Hoffmann was out of commission due to a broken crank-shaft. It is understood that a new crank-shaft has now been ordered. The remaining two Linke-Hoffmann Engines & the Deutz Engine were examined under running conditions, & they appeared to be satisfactory. The switchboard is situated on the after bulkhead of the Engine Room, & the electric system, when examined under load, & when tested by means of earth lamps appeared to be free from earthing faults. No further opportunity was given to survey the electric installation at this time.

To complete the survey for the notation of I.M.C. with date, the main propelling machinery, gearing, & shafting

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The condensers & air pumps, the sea cocks & valves with their fastenings, the propeller shaft, stern bush, propeller, & the electric installation throughout, including the generator engines, require to be opened up & examined, & particulars obtained for the completion of the First Entry reports.

The Steam pipes also remain to be tested.

It is understood that the vessel will be drydocked in the course of a few days at Leith, when the propeller shaft & underwater fittings will be surveyed. The remainder of the survey will be carried out, as opportunity permits. The Leith Surveyors have been advised.

A plan of the pumping arrangements was made up from some details found on board, & a copy is forwarded herewith. It will be noticed that the sizes of suction are smaller than required by the Rules, but the Chief Engineer stated that no difficulty had been experienced in the pumping arrangements.

John Houston

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