

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

(Received at London Office.....)

Date of writing Report 28th Dec. 19 42 When handed in at Local Office 4th January 19 43 Port of New York
 No. in Survey held at New York Date, First Survey 7th Dec. Last Survey 25th December 19 42
 Reg. Book 78279 on the Machinery of the Steel S.S. "MARIETTA E." (No. of Visits 9)

Tonnage { Gross 7628 Vessel built at Port Glasgow By whom Wm. Hamilton & Co. Ltd. When 1940 Month 7
 Net 5595 Engines made at Glasgow By whom D. Rowan & Co. When 1940 -
 Nominal Horse Power 520 Boilers, when made 1940 AUX. 1940 Owners' Address Leith Hill Shipping Co. Ltd.
 No. of Main Boilers 2 Owners Leith Hill Shipping Co. Ltd. (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Counties Ship Management Co. Ltd. Port London Voyage -
 Steam Pressure in Main Boilers 225 lbs. If Surveyed Afloat or in Dry Dock Afloat
 in Donkey Boilers 225 lbs. (State name of Dock.) Pier 95, North River, New York

Last Report No. PortParticulars of Examination and Repairs (if any) Boiler Rprs.

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

" " 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 28th Dec. 1942 Present condition of funnel(s) Good

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 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 -

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

Is electric light and/or power fitted? Yes

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.

Examination made of center boiler for damage stated due to shortness of water.

Upon examination found the combustion chamber crown sheet of the starboard furnace of the center boiler buckled and the stay bolts were partly drawn through the sheet. The tubes in both combustion chambers leaking. A number of stay bolts and nuts leaking.

NOW DONE: The combustion chamber top plate was released, and cropped, a new plate was fitted, welded and rivetted. The stay bolts and girders refitted in order. The leaky tubes were rolled, the leaky stay bolts and nuts hardened up. The boiler was examined under hydrostatic pressure and later under steam pressure and found in order.

The piece of boiler plate used in the repair was tested as per Rules.

General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel

(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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.E.M.S. 9,11, *L.M.C. 9,11, *L.M.C. 9,11, CS 3,34, 140 lb., F.D., &c.)

good condition and eligible in my opinion to be continued as classed without fresh record of

subject to center boiler combustion chambers and tubes be specially examined by 7,43, E.W.

Survey Fee (per Section 29) £ : : \$ 75.00

Special Damage or Repair Fee (if any) (per Section 29.)

Travelling expenses (if chargeable) £ 3.00

Committee's Minute

Assigned As now subject

MIT.

NEW YORK JAN 13 1943

Fees applied for

Dec. 31, 1942

Received by me,

19.

J. A. Moore
Engineer Surveyor to Lloyd's Register of ShipsLloyd's Register
Foundation

W192-0093

