

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

JUL 31 1940

(Received at London Office)

Date of writing Report 30.7.40 when handed in at Local Office 40 Port of GLASGOW

No. in Reg. Book 79067 Survey held at Glasgow Date, First Survey 26 June Last Survey 27 July 1940  
(No. of Visits 10)

Machinery of the Wood, Iron or Steel SE. SR. "MARIETTA E" Year. Month. 1940  
Gross 5500 Vessel built at P.A. Glasgow By whom Wm. Hamilton & Co. Ltd. When 1940  
Engines made at Glasgow By whom David Brown & Co. Ltd. When 1940  
Boilers, when made (Main) 1940 (Donkey) —  
Owners Comtee Ship Management Owners' Address —  
Managers G. L. Port London Voyage —  
If Surveyed Afloat or in Dry Dock Glasgow afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> for Special Survey		
Date of last Survey and of Periodical Surveys.		
<u>100 A1 with Anchor</u>		
<u>Class contemplated</u>		

Particulars of Examination and Repairs (if any) DAMAGE

Periodical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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. Repair beneath Underwriter's Surveyor

As a damage report made by anyone else? If so, by whom? Underwriter's Surveyor

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

What parts of the Boilers could not be thus thoroughly examined? —

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? —

What is the latest date of internal examination of each boiler? — Present condition of funnel(s) —

Did the Surveyor examine the Safety Valves of the Main Boiler? — To what pressure were they afterwards adjusted under steam? 225 lb/sq

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? — 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 the shaft now been changed? — If so, state reasons — Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

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 the 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? —

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. Complete.

On account of damage alleged sustained through shortage of water in the 5th Main Boiler caused by the boiler having been inadvertently blown down, the following repairs have been effected:—

5th CC tank plate renewed in halves with seam vertical and welded in position. Furnace removed for access, saddle dressed and joined and furnace replaced. Breast stays renewed. All plain and stay stays renewed. All stay nuts removed and stays reworked and seams reworked when necessary. In port and centre CC is all stays nuts removed and stays and seams reworked when necessary.

General Observations, Opinion, and Recommendation:— P.T.O.

(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, 11, B.M.S. 9, 11, L.M.C. 9, 11, or \*L.M.C. 140 lb., F.D., &c.)

This report is issued for the information of the Committee.

Survey Fee (per Section 29).....	£ : :	Fees applied for
Special Damage or Repair Fee (if any).....	£ 10 10: -	30 JUL 1940
Travelling expenses (if chargeable).....	£ : :	Received by me,
		10

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Committee's Minute **GLASGOW 30 JUL 1940**

No. of Visits 88 assigned SEE ACCOMPANYING MACHINERY REPORT. First entry

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

Is a Certificate required? If so, to be sent to

W192-0109 1/2

All plain tubes reamed and stay tubes re-expanded.

On completion of repairs, boiler tested by hydraulic pressure to 388 lb/sq" and found satisfactory; subsequently run<sup>d</sup> under steam and the safety valves adjusted to the working pressure.

*[Signature]*



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