

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

(Received at London Office)

NOV -7 1940

Date of writing Report 30/10/40 When handed in at Local Office 31 OCT 1940 Port of Liverpool
 No. in Survey held at Liverpool Date, First Survey 26/9/40 Last Survey 22/10/1940
 Book. 9111 on the Machinery of the Wood, Iron or Steel 5/5 "MARLENE" (No. of Visits 5)
 Gross 6507 Vessel built at Glasgow By whom Barclay Curle & Co., Ltd. Year. Month. 1920-7
 Net 3989 Engines made at Dumbarton By whom W. Denny & Bros, Ltd. When do.
 Nominal 845 Boilers, when made (Main) 1920 (Donkey)
 Horse Power of Main Boilers 5 Owners Galbraith Pembroke & Co. Owners' Address 7, Billiter St. London, E.C.3.
 of Donkey Boilers ✓ Managers Galbraith Pembroke & Co. Port London Voyage
 Main Boilers 210 lb If Surveyed Afloat or in Dry Dock Both - Queen's D.D.
 Donkey Boilers ✓ (State name of Dock.) Trakth

Particulars of Examination and Repairs (if any) BS + 24, (TS)

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 date and initials of any letters respecting this case.

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? yes (4 boilers only - see S.R.L.)

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

Was this not done, state for what reasons? ✓

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 was the latest date of internal examination of each boiler 26/9 SF, PA, + CA; 9/10 SA

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

To what pressure were they afterwards adjusted under steam? 210 lb/in²

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? yes

, 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? yes

, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes

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? no 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? ✓

What was the date of examination of Screw Shaft 28-9-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close fit

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? ✓

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done Complete

Particulars of change of Ownership as above underlined in red.
Now done for Docking (U.S.): Vessel placed in drydock, tail shaft drawn + examined together with propeller, stern-bush + outside fastenings of sea connections - all parts found or placed in good condition

Repairs: (Wear + tear) Lower half of stern-bush rewooded.

Now done (BS): Examined all boilers internally + externally (with exception of Port Forward boiler - see S.R.L.) together with mountings, doors + fastenings and found or placed in good condition. Safety valves adjusted under steam as above.

Repairs: (Wear + tear) Starboard Forward Boiler: One safety valve spring renewed + sundry minor repairs effected.

Port Aft Boiler: Port high furnace jacked up + furnaces built up where necessary by [PT.O.]

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is in good condition and eligible, in our opinion, to remain as classed with fresh records of BS 10,40 and TS (CL) 9,40, subject to the port forward boiler not being used.

Far as now seen, is in good condition and eligible, in our opinion, to remain as classed with fresh records of BS 10,40 and TS (CL) 9,40, subject to the port forward boiler not being used.

Survey Fee (per Section 29) BS £ 5 : - : - Fees applied for

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

Selling expenses (if chargeable) £ : : -

Committee's Minute

Signed B.S. 10.40. Subject.

T.S. 9.40.

Received by me,

S. Archer Hyatt
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W 55-0190(112)

S/S 'MARLENE'

New done (B.S.):

Repairs (wear & tear) continued:

Port Aft Boiler: electric welding on water side where corroded along line of fire bars. Front tube plate cross seam electrically welded in way leakage on starboard side. Sundry minor repairs effected.

Centre aft Boiler: Furnaces built up where necessary by electric welding on water side where corroded along line of fire bars. Sundry minor repairs effected.

Starboard Aft Boiler: Port low furnace jacked up & welded on port side in way corrosion along line of fire bars. Front tube plate cross seam electrically welded in way leakage above port high furnace. Sundry minor repairs effected.

On completion of repairs, the Port & Starboard After boilers were subjected to an hydraulic test of 225 lb/in² and found satisfactory.

S. Archer.

Subject to the foreward
BOILER
not being used again