

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

17 JUL 1934

(Received at London Office)

18 JUL 1934

Date of writing Report _____ 19____ When handed in at Local Office _____ 19____ Port of **HULL.**

No. in Reg. Book **80689** Survey held at **Hull** Date, First Survey **21/6/34** Last Survey **11/7/1934**
 on the Machinery of the ~~Wood, Iron or Steel~~ **Sc "MARENGO"** (No. of Visits **4**)

Tonnage Gross **6302** Vessel built at **Newcastle** By whom **Northwood's B.C. & Co** When **1910-8.**
 Net **4100** Engines made at **do** By whom **Palmer's C & Co** When **1910**

Nominal Horse Power **582** Boilers, when made (Main) **1910** (Donkey)
 No. of Main Boilers **3** Owners **Ellerman Wilson Line** Owners' Address _____
 No. of Donkey Boilers Managers _____ (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers **200 lb** Port **HULL.** Voyage _____
 in Donkey Boilers Surveyed Afloat or in Dry Dock **King George Dock** (State name of Dock.)

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1		+LMC 9.31
Shell. dk. with fuel 4.34.		BS. 7.33
SSV No 3-9.22		TS CL. 10.33
SS Hal No 2-30		
Carrying Oil Fuel, Flash Point above 150° F in D.S.T.		

Last Report No. **4465** Port **Hull**

Particulars of Examination and Repairs (if any) **BS + about MS.**

(Periodical Surveys, when held, must be reported in detail and seriatim 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? **Yes**

And what parts of the Boilers could not be thus thoroughly examined? **PTS Bln. 21/6/34; Cr. Bln. 27/6/34**

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

Did the Surveyor examine the Safety Valves of the Main Boilers? **Yes** To what pressure were they afterwards adjusted under steam? **200 lb/sq in**

Did the Surveyor examine the Safety Valves of Donkey Boiler? **Yes** 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 Boiler? **✓**

Did the Surveyor examine all the mountings of the Main Boilers? **Yes**, and of the Donkey Boiler? **✓**

Has 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 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.

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

To Complete MS. - all rule requirements (except the examination of the Sea Connections, and the HP. valve + its chest.) remain to be complied with.

Now done: The three main Boilers were examined internally + externally with doors, mountings + Safety valves, and found to be placed in good safe working condition. Safety valves afterwards adjusted under steam as stated above.

In MS: The HP Valve (piston type) with its rod, chest + cover were examined and found to be placed in good condition.

Repairs due to wear + tear: HP Valve - bottom solid ring - renewed. In main Boilers 12 Screw Stays (9 in Pat, 1 in Stabs, 2 in Centre) renewed - also a number of burnt C.C. stay nuts and breast stay nuts, and mountings generally overhauled.

General Observations, Opinion, and Recommendation:—

(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, or L.M.C. 9.11, 140 lb., F.D., &c.)

The Machinery + Boilers of this vessel, as seen, are in good safe working condition, eligible in my opinion, to remain as classed, and to have record of BS. 7.34 (now) and +LMC, MS with date when the survey is completed.

Survey Fee (per Section 20) **BS** £ **4 0 0** Fees applied for **17 JUL 1934**

Special Damage or Repair Fee (if any) (per Section 20.) £ _____

Travelling expenses (if chargeable) £ _____

Committee's Minute **FRI. 27 JUL 1934** **TUE. 4 JUN 1935**

Assigned **BS. 7.34**

If so, is the Report sent now, or when will it be sent?

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

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



W570-0017

Blane 7.34 add.
No 3 due 9.34 advanced.

It is submitted that
this vessel is eligible for
THE RECORD.

D.S. 7.34

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Note exam: of sea
connections & H.P.
Value as part S.S.

24/7/34

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.