

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

(Received at London Office SAT. JUL. 10 1915)

Date of writing Report June 24th 1915 When handed in at Local Office June 24th 1915 Port of New Orleans

No. in Reg. Book. 627. Survey held at New Orleans Date, First Survey June 22 Last Survey June 24 1915

on the Machinery of the Wood, Iron or Steel S.S. "MAROWITNE" Master Mr. L. L. L.

Tonnage { Gross 3191. Vessel built at Belfast By whom Workman & Clark When 1908-3
Net 2028.7

Registered Horse Power 456. Engines made at Do. By whom Do. When 1908.

No. of Main Boilers 3. Boilers, when made (Main) 1908. (Donkey) ✓

No. of Donkey Boilers 1. Owners Marawitne S.S. Co. Ltd. Port New York Voyage Gen. Amer. ports

Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock New Orleans dry dock.

in Donkey Boilers 1.

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

| CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys. | Year Assigned now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|----------------------------|--|
| <u>100A1</u> <u>Sharduk 1-4</u> | <u>3-12</u> | <u>B.S. 5-14</u> |
| <u>S.S. N.Y.K. No. 1-12</u> | <u>11-14</u> | <u>T.S. 11-14</u> |

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage & B.S.

(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?

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

Do. " Donkey " " " " " " "

If this was not done, state for what reasons? See R.O. Rpt. No. 1163.

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lb.

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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. , 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? Yes. Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Is the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/4"

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

Damage stated due to the propeller having struck a submerged object in the Mississippi River on June 20th while on a voyage from Belize to New Orleans, causing the engines to vibrate.

The tips of three bronze blades bent, and a piece 19" x 3" broken off one blade & tip bent.

The tips of all blades straightened in place, & one blade tip dressed. The cap of propeller nut missing.

It was recommended that a new bronze blade & propeller nut cap be fitted at the first convenient opportunity.

The propeller as repaired is quite efficient.

Examined sea connecting fastenings & other bush fastenings.

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

The machinery and boilers are now in good and safe working condition, in my opinion eligible to remain as classed and to have fresh record of B.S. 6-15

Survey Fee (per Section 26) \$230.00 Fees applied for June 24 1915

Special Damage or Repair Fee (if any) \$15.00

(per Section 26.)

Travelling Expenses (if chargeable) \$4.00 Received by me, 19

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Boiler 5.13 - bow complete -
Propeller damaged through
struck submerged object.
now repaired

It is submitted that
this vessel is eligible for
THE RECORD. B.S.D. 13-

12.7.15

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.

Examined the two after boilers throughout with
safety valves and other mountings, all in good
condition. Adjusted safety valves as above.

J.M.B.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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