

COPY

No. 7574

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

(Received at London Office.....)

Writing Report 9th Dec. 19 41 When handed in at Local Office 22nd Dec. 19 41 Port of Baltimore, Maryland

Survey held at Baltimore, Maryland Date, First Survey 26th Nov. Last Survey 2nd Dec. 19 41 (No. of Visits 4)

on the Machinery of the ~~Wood Iron~~ Steel S.S. "MARISA THORDEN" ~~NY~~ Bushanger Year. Month. 1922 9

Vessel built at Sunderland By whom J. L. Thompson & Sons Ltd. When 1922 9

Engines made at Sunderland By whom J. Dickinson & Sons Ltd. When 1922

Boilers, when made (Main) 1922 (Donkey) -

Owners ~~Edward A. B. Payer Thorden~~ Owners' Address (if not already recorded in Appendix to Register Book.)

Managers ~~C. B. Thorden~~ Port Panama Voyage -

If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

(State name of Dock.) Maryland Dry Dock

Port No. Port

Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose, and why they were declined Report herewith

Special damage report made by anyone else? If so, by whom? London and U. S. Salvage

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

" Donkey " " " -

not done, state for what reasons? -

Parts of the Boilers could not be thus thoroughly examined? -

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? -

Date of internal examination of each boiler P 27th Nov. 1941 S 1st Dec. 1941 Present condition of funnel(s) Efficient

Surveyor examine the Safety Valves of the Main Boilers P & S Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Surveyor examine the Safety Valves of Donkey Boiler P & S Yes To what pressure were they afterwards adjusted under steam? -

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers P & S Yes , and of the Donkey Boilers? -

Surveyor examine the drain plugs of the Main Boilers P & S Yes , and of the Donkey Boilers? -

Surveyor examine all the mountings of the Main Boilers P & S Yes , and of the Donkey Boilers? -

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? -

How often changed? - If so, state reasons -

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? -

Examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/32"

Are parts, when referred to by numbers, should be counted from forward? Is electric light and/or power fitted? Yes

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

Is the insulation complete, state what arrangements have been made for its completion and what remains to be done Complete

Damage stated to have been sustained through striking submerged object entering Vardo, Norway on 14th March 1941

Remarks:- Vessel placed on dry dock, propeller, stern bush (as far as possible) examined.

Sea connections and their fastenings examined, all found or placed in good condition.

Small fracture in one propeller blade tip faired and brazed.

Periodical Survey of Main Boilers

Recently done:- The Centre Boiler stated to have been examined in N. Y. 6,41

Remarks:- Port and Starboard main boilers examined throughout with safety valves and principal mountings.

Safety valves on Port Boiler adjusted under steam to working pressure (180 lbs.)

Minor repairs effected.

General Observations, Opinion, and Recommendation:-

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.)

CS 3,34, The machinery of this vessel is in good and safe working condition and is eligible, in

Opinion, to remain as classed with record of B. S. 6,41 as previously recommended, subject to the safety

Valves of the Starboard Boiler being adjusted under steam.

Fee (per Section 29) B. S. £ 30.00 Fees applied for Dec. 9, 19 41

Damage or Repair Fee (if any) £ -:- Received by me, 19

(per Section 29.)

Other expenses (if chargeable) £ 3.00

Committee's Minute NEW YORK DEC 30 1941

Signed Deferred for comp. B. S.

(Signed) Wm. C. Cowin
Engineer Surveyor to Lloyd's Register of Shipping.

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

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

005529-005536-0174

Noted
DA
9/6/42

Year 8
Comm



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Foundation