

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report... 2nd August 1947 When handed in at Local Office... 19... Port of AmsterdamSurvey held at Amsterdam Date First Survey and Last Survey 29th July 1947 (No. of Visits 1)246 on the Machinery of the ~~Wood, Iron or Steel~~ STEAM-COASTER "MARLEEN"

Gross 515 Vessel built at Quebec By whom Morton Eng. & B. Co. Ltd. When 1946

Net Engines made at By whom When

Boilers, when made (Main) (Donkey)

Main Boilers Owners N.V. KUSTVAART REDERYJ VANDUDOK Owners' Address WESTERDOESDIJK 44 AMSTERDAM

Donkey Boilers DE WITCO (if not already recorded in Appendix to Register Book.)

Pressure Managers N.V. SCHEEPVAART BEDRIJF GROND Port AMSTERDAM Voyage

Main Boilers If Surveyed Afloat or in Dry Dock

Donkey Boilers (State name of Dock.) Suriname kade

Report No. Port

Particulars of Examination and Repairs (if any) Line damage

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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 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 yes; not required.

Damage report made by anyone else? If so, by whom? Underwriter's Surveyor

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

" Donkey " " "

State for what reasons? What 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?

Latest date of internal examination of each boiler Present condition of funnel(s)

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Screw shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

Is electric light and/or power fitted? If so, did 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?

Engine parts, when referred to by numbers, should be counted from forward.

If survey is not complete, state what arrangements have been made for its completion and what remains to be done. It has been reported by the Captain on 26-7-47, the vessel being on the Elbe off the Weser Lightship, a mine exploded at close distance to the vessel. The after ship was lifted out of the water by the violence of the explosion.

Damage to the machinery neither any leakage could be stated at the moment, the vessel proceeded on voyage. It appeared that the tailshaft was running hot at full speed (225 revs.), so the speed reduced to 190 revs. which appeared to be effective to keep the shaft cool.

Machinery and boiler have been examined externally at the Owner's request with a view to the vessel's proceeding to the repair port Harlingen.

Visible damage which could be stated is:

Boiler has moved - the foundation post of the aux. feed pump is broken - the holding bolts of the auxiliaries are more or less slack - suction valves to After peak tank bulkhead Wing feed tanks damaged - main switch board damaged (shunt control broken).

PLEASE SEE CONTINUATION SHEET

Observations, Opinion, and Recommendation: The machinery is in the above condition.

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, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., PD, &c.)

Surveyor of opinion that this vessel is eligible to proceed to the repair port Harlingen.

Fees applied for 4.00 1947

Received by me, 19

Expenses (if chargeable) 2.00

Surveyor's Minute

Dr. W. van der Meer J.E. Rff. Dbc. 6906

FRI 16 JAN 1948

Lloyd's Register

009879-009881-004512

machinery of the steam-coaster "MARLEEN"

No further damage could be stated for the moment.

The engine, auxiliaries and boiler have been tried under steam and found in good working order.

RECOMMENDED: (to be dealt with after arrival at Harlingen)

Vessel to be placed on the slip and tailshaft to be drawn

Stern tube to be drawn for examination and hydr. test.

Thrust shaft to be lifted

ME crankshaft to be lifted

Alignment of shafting to be verified

ME bedplate to be cleaned and submitted for examination.

Main engine to be opened out and submitted for examination.

Auxiliaries ————— do —————

Condenser to be hydr. tested

Sea connections to be hydr. tested

Steam pipes to be hydr. tested

Electr. Equipment to be made in order, repairs to switch board etc.

Boiler to be cleaned, examined, hydr. tested and to be placed in its original position.

Our Groningen-Surveyor has been duly advised

[Signature]