

MARLEEN

(Received at London Office 28 MAR 1947)

No. 5577.

REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report 28th Feb., 1947 When handed in at Local Office 4th March 1947 Port of Halifax, Nova Scotia.

No. in Survey held at Halifax, Nova Scotia. Date, First Survey 10th Jan., Last Survey 25th Feb., 1947. (No. of Visits FIVE)

on the ~~WOOD~~ Steel Single Screw Steamer "MARLEEN" (Launched "OTTAWA MAYCLIFF")

TONNAGE:— Built at Quebec, P. Q. By whom Works, Inc., (Hull No. 66) When 1946

GROSS 515 Owners N.V. Motor-schip Marha Owners' Address

MANAGER DK. Managers Port belonging to Amsterdam.

veyed Afloat or in Dry Dock? Afloat Name of Dock Halifax Harbour Destined Voyage

DBorDBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted. N.B.—All alterations in the existing records should be underlined.

ist Report, No. Port

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

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 to whom and why they were declined Not required

Interim Certificate now issued Was a damage report made by anyone else? if so, by whom? Yes, Underwriters' Surveyor.

PAIRS, OR EXAMINATION AS PER RULE, FOR (1) Repairs to Heating Coils. (2) Equipment.

(1) Attended on board at request Owners' Representative, who stated vessel had been unable to maintain steam owing to presence of water in oil fuel.

On examination, found joints of heating coil pipes leaking badly in double bottom tanks used for carriage of oil fuel, also in settling tanks. All heating coil pipes now re-jointed, tested under steam, and found satisfactory.

D. B. Tanks used for carriage of oil fuel examined internally, and no evidence of shell leakage found.

(2) Stated that port and starboard bower anchors and 180 fathoms of chain cable lost on 15th December, 1946, and 9th January, 1947 respectively, owing to lack of steam to operate anchor windlass.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—	P.T.O.
Renewed									
Removed and Faired or Repaired									
Faired or Repaired in place									

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Planking of Decks	Cement or Asphalt	Oil Bunkers	Boats
Stairways	Rudder	Scuppers	Masts, Yards, &c.
Stairways & Fastenings	Steering gear and its connections	Deck Hatchways	Condition, how ascertained (State if wedges removed.)
Outside Plating	Windlass	Hatches	Equipment letter
" in way of sidelights	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diam. (on board)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Stairways	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Inner Bottom Plating	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Have the Tanks been examined internally?		" at other places	Standing and Running Rigging
Have the Tanks been tested?		Stringers, Clamps & Shelves	Sails
		Salting (State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, "for example:—" to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

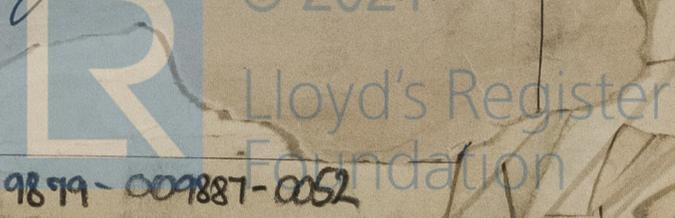
This vessel is eligible in my opinion to be continued as classed * 100A1 with freeboard, as previously recommended, subject as previously, to approval of Geographical Service Limits. (In italics: stream anchor on board to submit to Statutory Test).

Survey Fee (per Section 29) Equipment	\$ 25 : 00 :	Fees applied for, Feb. 26, 1947.
Special Damage or Repair Fee (if any) (per Sec. 29)	\$ 45 : 00 :	Received by me, 19
Swelling Expenses (if chargeable)	£ :	
Land Surveyor's Fee (if any)	\$ 3 : 00 :	

Geo. Peattie
Surveyor to Lloyd's Register of Shipping.
14-1-47

FRI. 16 JAN 1948

For use of J.E. Peattie



Is Certificate required? If so, to be sent to 009879-009887-0050

009879-009887-0052

(For further particulars please see vessel's log books.)

NOW DONE:- New port and starbd. bower anchors placed on board vessel, together with 180 fathoms of 1-1/8" dia. chain cable.

Anchors and cables verified from Test Certificates, and Certificates endorsed accordingly. (Particulars of anchors and cables inserted in space provided below).

By Interim Certificate on board, issued by L. R. Surveyors at Quebec, P. Q., in November, 1946, it is recommended that vessel be classed **100A1**, with freeboard, subject to approval of Geographical Service Limits. (Two bower anchors and stream anchor on board to submit to statutory test). This Interim Certificate also states vessel "fit to carry Dry & Perishable Cargoes, for voyage to Amsterdam with freeboard corresponding to a draught of 9' six inches".

As the two bower anchors now placed on board have been submitted to Statutory Test, this item may now be deleted. The stream anchor remains to be submitted to Statutory Test.

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When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
15240	1st Bower	1273			2990	13	11/4				Stockless	The At-Works Chester, Pa.	Tested at Maken on 15th & 22nd Jan. 1947, respectively, in presence of L.R. Surveyors at Philadelphia.
15250	2nd "	1259			2934	13	11/4				do.	Steel Castings Company, Chester, Pa.	
	3rd "												
	Collective Weight												
	Stream												
	Kedge												

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	lbs.	lbs.	lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
3103	90	1 1/8	50960	76440	6876	---	91 1/2	1 1/8	HT. Continental		Tested at Chester, Pa. on the 6th & 14th Jan. 1947, respectively, in presence of L.R. Surveyors at Philadelphia.
3159	90	1 1/8	50960	76440	6876	---	---	---	"DI-LOK" Chain Corporation (U.S. Navy)		
	180				13752	---			Field-Station Shaw, N.J. (all cable)		

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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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.