

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

No. 5577.

(Received at London Office 25 MAR 1947)

Date of writing Report 28th Feb., 1947. When handed in at Local Office 4th March, 1947. Port of Halifax, Nova Scotia, Reg. Book No. in Survey held at Halifax, Nova Scotia, Date, First Survey 23rd Jan. Last Survey 25th Feb., 1947.

on the Machinery of the ~~WOODEN~~ Steel Single Screw Steamer "MARLEEN" (Launched "OTTAWA MAY-CLIFF") (No. of Visits THREE) Year. Month. Tonnage Gross 515 Net --- Vessel built at Quebec, P. Q. By whom St. Lawrence Metal & Marine Works, Inc., (Hull No. 66). When 1946 -- Engines made at --- By whom --- When --- Boilers, when made (Main) --- (Donkey) --- Owners N.V. Motorschip Martha Owners' Address --- Managers --- Port Amsterdam Voyage --- If Surveyed Afloat or in Dry Dock Afloat Halifax Harbour. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. --- Port ---

## Particulars of Examination and Repairs (if any)

(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? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ---

If this was not done, state for what reasons? Not due for survey.

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? ---

State latest date of internal examination of each boiler. --- Present condition of funnel(s) ---

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

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? ---, and of the Donkey Boilers? ---

Did the Surveyor examine all the mountings of the Main Boilers? ---, and of the Donkey Boilers? ---

Has screw 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? ---

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. Is electric light --- fitted? Yes

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Not due for survey

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Not due for survey.

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

NOW DONE:- The oil fuel firing system tested under working conditions after repairs to heating coils in D. B. and settling tanks, and found satisfactory.

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## General Observations, Opinion, and Recommendation:-

The machinery of this vessel is eligible in (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.E.M.S. 9,11, \*L.M.C. 9,11, or \*LMC 140 lb., F.D., &c.) CS 3,34,

my opinion to remain as classed without fresh record of survey.

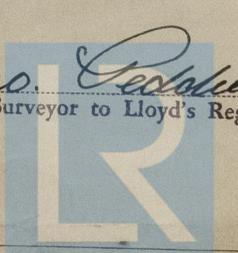
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Survey Fee (per Section 29) (See Hull Rpt) : : Fees applied for : :  
Special Damage or Repair Fee (if any) £ : : : : 19  
(per Section 29.) : : : :  
Travelling expenses (if chargeable) £ : : : : Received by me, : :  
19

Committee's Minute  
Assigned *As usual see J.E. Rpt. 26c 6906*

FRI 16 JAN 1948

*Geo. Peddie*  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

009879-009887-0052

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

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

