

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

(Received at London Office

30 DEC 1946

Date of writing Report 28th Nov. 1946 When handed in at Local Office 29th Nov. 1946 Port of QUEBEC, P.Q.

No. in Survey held at Quebec, P.Q. Date, First Survey and Last Survey 27th Nov. 1946 (No. of Visits One)

on the Machinery of the ~~Wood Iron~~ Steel Single Screw "MARLEEN" (ex "Ottawa Maycliff")Gross 515.38 Vessel built at Quebec, P.Q. By whom St. Lawrence Metal and Marine Works Inc. When 1946
Net 259.53 Engines made at Montreal, P.Q. By whom Canadian Vickers Ltd. When 1946

Nominal Horse Power Boilers, when made (Main) 1946 (Donkey) —

No. of Main Boilers 1 Owners N.V. Motorschip Martha Owners' Address Amsterdam, Holland (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers — Managers Port Amsterdam Voyage

Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Marine Slip Quebec Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers —

Last Report No. Port

Particulars of Examination and Repairs (if any)

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?

" " Donkey " " " "

this was not done, state for what reasons?

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 (A) Good

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?

Was screw shaft now been drawn and examined? No Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Was shaft now been changed? If so, state reasons

Was 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 and/or power fitted?

Also, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

NOW DONE:- Vessel placed in dry dock, propeller & fastenings, stern bush fastening, sea connection and grating fastenings examined and found in good order.

Oil gland examined under pressure found sound and tight.

NOW FITTED:- Zinc plates fitted to stern post and rudder.

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 L.M.C. 140 lb., F.D., &c.)

opinion, to be favourably considered by the Committee for a record of L.M.C. in the Society's Register Book.

Survey Fee (per Section 29) \$ charged Dec 9 1946

Special Damage or Repair Fee (if any) \$ with Received by me, 19

(per Section 29.)

Travelling expenses (if chargeable) \$ Hull Rpt.

Committee's Minute

Signed For which see J.L. Rpt. Jbc. 6906

FRI. 16 JAN 1948

D. J. Skelton
Engineer Surveyor to Lloyd's Register of Shipping.

009879-009887-0057

Docking
It is submitted that this
vessel is eligible to remain
as **CLASSED**.

L.H.
14/1/48.

9101 MAY 01 1948



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Foundation

