

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

(Received at London Office)

Writing Report: 24-5-52, When handed in at Local Office: 24-5-52, Port of: Antwerp. ~~WILHELM 1952~~

Survey held at: Antwerp. Date: First Survey: 22-4-52, Last Survey: 15-5-52, (No. of Visits: 12)

on the Machinery of the ~~Wood, Iron or Steel~~ **MARKAS**  
Gross: 7310 Vessel built at: Sunderland. By whom: Hartman Sons Ltd. Year: 1945, Month: 2.  
Net: 5094 Engines made at: By whom: Duncan Stewart & Co. Ltd. When: 1945  
Boilers: 386 (Main) Owners: Kuyt Hill Shipping Co. Ltd. (Donkey) When: 1945  
Managers: Phocan Ship Agency Ltd. Owners' Address: (if not already recorded in Appendix to Register Book.)  
Port: Sunderland. Voyage:  
If Surveyed Afloat or in Dry Dock: With No 7 Dock etc.  
(State name of Dock.)

### Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
12-57.		LMC 3-49.
with freeboard		BS 3-57.
S.S. Out. 3-49.		TS:CLN. 2-49.
		6-57
		10-49. F.P. above 1500F.
		Large boiler not fitted.

Port No.: Port: Antwerp. **Boilers - TS - PMS - ABS - Gye + 10000**  
Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 besides in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case.

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.

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? **Yes.**

What parts of the Boilers could not be thus thoroughly examined? **None.**

Present condition of funnel? **Good.**

Did the Surveyor examine the Safety Valves of the Main Boilers? **Yes.** To what pressure were they afterwards adjusted under steam? **220 lbs/sq. in.**

Did the Surveyor examine the Safety Valves of the Donkey Boilers? **Yes.** To what pressure were they afterwards adjusted under steam? **None.**

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

Did the Surveyor examine the drain plugs of the Main Boilers? **Yes.** and of the Donkey Boilers? **Yes.**

Has the shaft now been drawn and examined? **Yes.** Has it a continuous liner? **Yes.** Is an approved oil retaining appliance fitted at the after end? **No.**

Has the shaft now fitted been previously used? **Yes.** Has it a continuous liner? **Yes.**

State date of examination of Screw Shaft: **7-5-52.** State the wear down in the shaft: **1/8"**

Is electric light and/or power fitted? **Yes.** If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? **Yes.**

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

When referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done. **Complete regarding. Boilers - TS, BS, & Gye - that these items will be dealt with at the S. Kewey.**

Observations, Opinion, and Recommendation. - 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 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 149 lb., FD, &c.)

Machinery of this vessel in our opinion is eligible to remain as classed with fresh record BS: 5-52. **Station: TS:CL 5-52 & fresh record LMC MS. (with date) on completion.**

Fees applied for: 12-5-1952. Received by me: **B. Martin, J. Manson, H. J. Goe.**  
Age or Repair Fee (if any): £11500  
Expenses (if chargeable): £1900  
THU 31 JUL 1952  
As per

S.S. 52 BS 5,52  
Lloyd's Register Foundation  
010445 0105 010249

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

Antwerp.

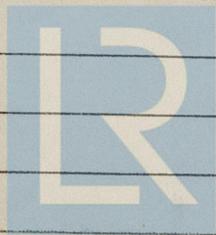
SS. MARKAB.

On account of damage stated to be due to collision of vessel with s/s "CANBERRA" on the 7-11-52. During a voyage Newport News - Hamburg.

How done:- Examined electrical wiring & fittings portside fwd. in way of Hot Hold & forecabin

Repair for damage:- All torn & damaged conduit - wiring & fittings - renewed & on completion satisfactory insulation resistance tests obtained.

*[Signature]*



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