

No. 25236

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

(Received at London Office

30 MAR 1949

Writing Report 28.3.49 When handed in at Local Office 28.3.49 Port of Antwerp
 Survey held at Antwerp Date First Survey 18/2/49 Last Survey 19 March 1949 (No. of Visits 15)

2 on the Machinery of the Wood, Iron or Steel S/S MARKAB Year. Month.

Gross 7310 Vessel built at Sunderland By whom Bartram & Sons Ltd When 1945 2
 Net 5094 Engines made at Glasgow By whom Duncan Stewart & Co Ltd When 1945
 Main Boilers 3 Boilers, when made (Main) 1945 (Donkey) -
 Owners Bury Hill Shipping Co Ltd Owners' Address -
 Managers Phocan Ship Agency Ltd Port Sunderland Voyage -
 If Surveyed Afloat or in Dry Dock both - N°407 Berth
 (State name of Dock.) and Mercantile Drydock

Report No. - Port - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) +LMC and TS +100A1 with +LMC 2.45
fuelboard 10.47 85 cl 10.47
Cargo bottom not fitted

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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 stated 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.

Damage report made by anyone else? If so, by whom?

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

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 Port 6 boilers 13/2/49 SB 14/2/49 Present condition of funnel(s) -

Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? 220 lbs

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? YES 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? YES and of the Donkey Boilers? -

Screw 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

Shaft now been changed? YES If so, state reasons Cracked Has the shaft now fitted been previously used? No Has it a continuous liner? YES

Approved oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft 24/2/49 State the wear down in the

push re-wooded 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

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

done: Vessel placed in drydock: propeller - tailshaft - afterend of sternbush - all sea valves and cocks with their fastenings examined. Found tailshaft cracked in way of key groove

forward part of new spare propellershaft has now been fitted marked Lloyd's N°15721

18/12/46 - AEM. A new spare propeller has now been fitted marked Lloyd's

N°66595 - 28/6/48 - R. The old propeller placed on board as spare. Witnessed bedding

of new propeller and new tailshaft and found in good order. The sternbush now re-wooded.

All cylinders - covers - valves - and valve casings - pistons - rods - connecting rods -

and crosshead guides - crankshaft with bearings and bottom ends - thrust block - shaft -

intermediate shaft with bearings - attached plunger pumps and air pumps with valves

of the Main Engine examined.

Both main feed pumps - ballast pump - bilge pump - circulating pump - general service pump -

3 steam dynamo engines opened up and examined throughout.

The main and aux. condensers examined - cleaned and tested.

General Observations, Opinion, and Recommendation: The machinery of this vessel as far as now seen is

(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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., PD, &c.)

a good and efficient condition and in my opinion eligible to remain as classed with fresh

records of +LMC 3.49 and to have the notation of 85 cl 2.49 Subject to the M.E. front I.P.

hull being re-examined by 3.50.

Fee (per Section 29) LMC Frs : 11305 - Fees applied for

Electric installation Frs : 1765 - 28.3.1949

Damage or Repair Fee (if any) Frs : 3530 - Received by me,

(per Section 29.) Frs : 1075 - 19

Selling expenses (if chargeable) Frs : -

Committee's Minute

Signed

+LMC 3.49 subject

SN 2,49

CERTIFICATE WRITTEN. 010445-010501-0331/12

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

Is a Certificate required? If so, to be sent to Ant. office

Pumping arrangements examined and tested under working condition
Electrical equipment examined throughout, tried under working condition
and insulation resistances measured.

The 3 main boilers examined internally and externally with doors, man-
holes and mountings. Minor repairs effected. Safety valves of all the boilers
adjusted under steam to 220 lbs.

After repairs witnessed running trials of Main and aux. machinery
and manœuvring of the same tested.

Winchlass and steering engine examined in their entirety.

Repairs:

Main Engine: Valve spindle guide bushes in covers renewed. HP piston valve liner
bored out and piston valve rings renewed. Intermediate stop valve and seats skim-
med up. All bottom end brasses remetalled. Crankshaft clock-gauged. Attached
plungers removed and new bronze plungers fitted. Gland and neck bush of attached
air pump bucket rod renewed. Holding down bolts hardened up.

Ballast pump: Bucket braced up and machined, all valve gear pins renewed.

Circulating pump: Impeller shaft renewed and bearings remetalled. Piston valve spindle
renewed.

General service pump: Steam cyl. liner ground and new piston rings fitted. Bucket
braced up and machined.

Forward feed pump: Owners new water end fitted. Steam cylinder bored out.

After feed pump: Bucket braced up and machined, liner bored out.

Outboard steam dynamo engine: Crankshaft straightened. Eccentric rod crosshead re-
bushed and pin renewed.

Inboard steam dynamo engine: Steam cylinder bored out, piston renewed, rod skimmed
up, neck and gland bushes renewed. Cylinder cover renewed in steel. Piston valve casing
bored out and piston valve with rod renewed. Crankshaft straightened and journals
machined. Bearings and crank pin brasses remetalled.

Winchlass: Cable lifters stripped and new bronze bushes fitted. Shaft skimmed up.

SRL N° 100: IP front column further examined and remains efficient. It is recom-
mended that this be again examined before the end of 3.50.