

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

(Received at London Office 20 MAY 1944)

Date of writing Report 18-5-1944. When handed in at Local Office 18-5-1944. Port of Swansea.

No. in Reg. Book 29042. Survey held at Swansea. Date First Survey 8-2-1944. Last Survey 9-5-1944. (No. of Visits 4.)

on the Machinery of the ~~Wood, Iron or Steel~~ s.s. "MARKAY".

Tonnage Gross 10342. Net 6087. Vessel built at Chester, Pa. By whom Sun S.B. & Dry Dock Co. When 1942. 9.

Engines made at Lynn, Mass. By whom General Electric Co. When 1942. 9.

Nominal Horse Power 1726. Boilers, when made (Main) 1942. (Donkey) -

No. of Main Boilers 2 (W.T.B. Spt). Owners Keystone Tankship Corp. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers - Port Wilmington, Del. Voyage -

Steam Pressure in Main Boilers 500. If Surveyed Afloat or in Dry Dock Both. (state name of Dock.)

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

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Docking.

(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 Proposed to hold B.S. during permanent repairs in an American Port.

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 the 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. 1 1/8".

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted -

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Has 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 Completed. Vessel placed in dry dock for extensive temporary hull repairs. Outside fastenings of propeller stern tube and sea connections examined. Temporary bilge suction fitted to enable pumps to draw from fore peak and ore deep tank. These suction tried and found in order.

On refloating of the vessel main and auxiliary machinery, windlass and steering gear tried and found satisfactory.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel is eligible

(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.&M.S. 9,11, X L.M.C. 9,11, or X L.M.C. 140 lb., F.D., &c.)

CS 3,34, my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : Received by me, 19

Travelling expenses (if chargeable) £ : 19

Committee's Minute Assigned

Deferred

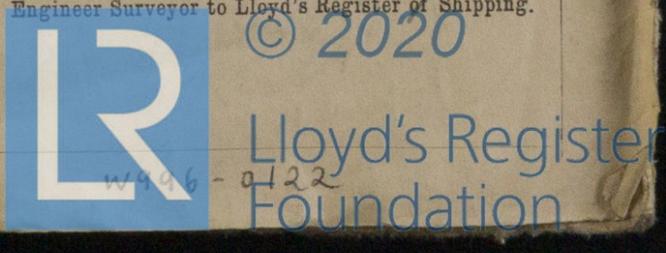
TUES. 13 JUN 1944

Signature of 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



Wounding Damage

Temporary pumping
arrangements fitted to fore
peak & forward deep tank.
Vessel now in U.S.A.

Submitted action
to be deferred pending
receipt of a report
on permanent
repairs

J.A.
8/6/44



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