

(Received at London Office

NOV 29 1939

No. in Reg. Book. 29058 Survey held at Manchester Date, First Survey 14/11/39 Last Survey 23/11/1939  
on the Machinery of the ~~Wood, Iron or Steel~~ <sup>S/S</sup> MANCHESTER REGIMENT (No. of Visits 4)

Tonnage { Gross 5989  
 Net 3199  
 Vessel built at Harroton, Hill-on-Tees By whom Furness S.B. Co Ltd. When 1922, 3 mo.  
 Engines made at Middlesbrough By whom Richardsons, Westgarth & Co Ltd When 1922  
 Nominal { 1004  
 Horse Power {  
 Boilers, when made (Main) 1922 (Donkey) ✓  
 No. of Main Boilers 4 58 Owners Manchester Liners Ltd Owners' Address  
 (If not already recorded in appendix to Register Book.)  
 No. of Donkey Boilers ✓ Managers Port Manchester Voyage  
 Steam Pressure—  
 in Main Boilers 190 lbs # Surveyed Afloat or in Dry Dock Nº 8 Dock Particulars of Classification (which must be inserted  
 in Donkey Boilers ✓ (State name of Dock.) precisely as in Register Book & Supplements).

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) B.S.

(Periodical Surveys, when held, must be reported in detail and verbatim 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 summarized 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?

19	20	Donkey	21	22
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If this was not done, state for what reasons? 1

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. F & C 14/11/39 S 17/11/39 P. 21/11/39

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190 lbs / sq

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? Yes , and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers: Yes , and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? ☒ 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.*

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

Now Done

All four boilers examined internally & externally with their safety valves & all mountings. Mountings generally overhauled as required.

Port Boiler :- 2 - C.C. secured stays renewed

Centre Boiler :- 3 - C.C. screwed stays renewed

Stan Boiler :- 2-cc screwed stays renewed

Yard Boiler :- 1 stay tube renewed. 2 nuts on screwed stays renewed.

Safety valves on all four boilers adjusted under steam to pressure stated above

General Observations, Opinion, and Recommendation:—This vessel's machinery 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, H.S. 0,11, H.&M.S. 0,11, & L.M.C. 0,11, or  
 L.M.C. 140 lb., F.D., &c.)

in good condition & legible, in my opinion, to remain as now classed & to have fresh record of B.S. 11-39

Survey Fee (per Section 29)	<u>B.S.</u>	£ 5 : - : -	Fees applied for <u>25/11/1939</u>
Special Damage or Repair Fee (if any) (per Section 20.)		£ : : -	
Travelling expenses (if chargeable)		£ : : -	Received by me, 19

### Committee's Minute

*Assigned*

TUE 12 DEC 1939

Pl. 11. 39

J. B. Goodwin  
Engineer Surveyor to Lloyd

Engineer Surveyor to Lloyd's Register of Shipping.



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

*[Faint, mostly illegible text from the reverse side of the page, appearing as bleed-through. Some words like "Survey", "Engines", and "Boilers" are visible.]*

*held a few days*

It is submitted that  
this vessel is eligible for  
THE RECORD. *11/29*

*11/29*