

DISCLOSED
RECEIVED
29 JUN 1925
REPORT of SURVEY for REPAIRS, &c.

Date of writing Report June 10th 1925 When handed in at Local Office June 10th 1925 Port of Newport News, Va.
No. in Survey held at Newport News, Va. Date, First Survey April 16th Last Survey April 22nd, 1925
Reg. Book. 26646 on the ~~Wood, Iron or Steel~~ "MANOA" Master

TONNAGE: Built at Vegesack. By whom Bremer Vulkan When 1912
GROSS 5070 Owners Canada Steamship Lines. Ltd. Port belonging to London
UNDER DEK 3557 Owners' Address Managers
NET 3182 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Yes Name of Dock James River Destined Voyage Laid up
WB=CellDBorDBa feet; u&B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
total capacity tons. FPT tons; APT tons; MT feet tons.
N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.
Last Report, No. 2174 Port mcl

(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined
Society's Freeboard (if assigned) as painted on Ship and now verified
Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR condition held at the request of the Chief Surveyor to Lloyd's Register of Shipping, as per his wire of April 14th, 1925, on behalf of a prospective purchaser. Vessel examined afloat.
Forecastle deck:—
Several planks in this deck in bad condition; also the caulking of forecastle deck. This deck requires to be part renewed and the remainder requires to be caulked, payed and tested on completion of this work.
Forward Well Deck:— Five bulwark stanchions on port side and three bulwark stanchions on starboard side require to be faired and refitted.
Water tight doors at forward and after ends of bridge space on port and starboard sides require to be thoroughly overhauled and refitted with new packing.

MARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or I.M. of Wood Vessels (State if on Fell.)
king of Decks	State if Tanks now tested	Engine Room Skylights	When put on, Month
ways	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Boats
ings	Ceiling	Souppers	Masts, Yards, &c.
is & Fastenings	Cement or Asphalt (State which.)	Cargo Hatchways	Condition, how ascertained. (State if wedges removed)
de Plating	Rudder	Hatches	Sails
ing of ditto	Steering gear and its connections	Planing of Wood Vessels	Equipment letter
stools & Crutches	Windlass	Caulking	Anchors, No. of
soms	Have Pumps now been examined and found efficient?	Treenails	Cables (State if new ranged)
nes	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson	" length (on board)
rsse Frames	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	" Rule length
rs	Have Ventilators and their Connections been examined and found efficient?	Timbers of Frame at openings ditto	Hawser & Warps
ngers		Ditto ditto at other places ditto	Standing & Running Rigging
er Bottom Plating		Stringers, Clamps & Shells ditto	
		Sailing (State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:—
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and PND15, &c."
The above is submitted for the consideration of the Committee.

NOTE: Fee charged in accordance with Mr. French's wire of April 14th, 1925.

Survey Fee (per Section 29)	\$100.00	Fees applied for	23/4/ 19 25
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me	27/4/ 19 25
Travelling Expenses (if chargeable)	\$4.00		
Second Surveyor's Fee (if any)	£		

Committee's Minute NEW YORK JUN 16 1925
Character Assigned Deferred

Surveyor to Lloyd's Register of Shipping.
General Committee
Thursday 24th May 1926
See attached postponed survey's form with Classing Committee's minute.
Lloyd's Register
00864-10216

To Certificate required? If so, to be sent to

S/S "MANOA"

All exposed wooden decks require to be searched, caulked and payed and in places it will be found necessary to renew some of the planking.

A few wooden doors to after accommodation now broken require to be renewed.

The boats and equipment for same appear to be in good order.

A considerable portion of the exposed electric wiring will require to be renewed.

Steel decking around engine room skylight badly corroded and it will be necessary to renew same. All water ways fore and aft and on port and starboard sides require scaling and recoating.

Hatch coamings in good condition-hatch beams good. Wood hatches require to be refitted and partly renewed. Masts and steel derricks in good order.

The rigging appears good, but no serving has been removed at this time.

The bridge space examined-general condition of deck beams, plating, framing,

brackets and connections good. This space however, should be cleaned and recoated.

In way of upper side bunkers on main deck, two small trimming hatches have been cut and an angle iron coaming should be fitted around these trimming hatches. Condition of upper side bunkers good. Water tight doors to same to be overhauled and repacked.

No examination possible of the port side lower bunker-this space being full of coal.

Starboard side lower bunker examined-general condition good. Should be cleaned, scaled and recoated. Angle frames in bunkers over boiler casings require to be

renewed. Coaling port doors in shell plating amidships port and starboard sides require to be refitted and fitted with new jointing material. Plating as far as seen in way of side lights good. One deck plate over state rooms Nos. 7 & 11 in

way of saloon entrance starboard side corroded through-it will be necessary to renew this. Upper and lower tween decks and all lower holds examined. All holds except No. 4 contain sand ballast and it will be necessary to remove this before the holds can be completely examined. As far as seen, the condition of the upper and lower tween decks and lower holds is good-it will, however, be necessary to scale the framing, plating, bulkheads and decks and recoat same.

The framing and plating in way of after peak cannot be seen, as this space has been fitted up for carrying refrigerated goods. After peak tank not opened up.

Upper and lower fore peak space has been scaled and recoated and is now in good condition. Fore peak tank not opened up. Machinery space and undermain boilers appear to be in good order. Upper edge of forecastle sheer strake plate on port side set in-this should be partly cut adrift, faired and re-riveted.

The outside shell plating port and starboard sides has been partly scaled and re-coated, but this should be completed.

The vessel is very foul below the present water line and should be placed in dry dock for cleaning and painting before proceeding on any voyage.

It should be noted that no examination has been made of the fore peak tank. Nos. 1, 2, & 3 tank tops and the port side lower bunker, or the framing and plating in way of after peak space and after peak tank. The hand pump and connections for same will require to be overhauled and put in good working order.



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