

LLOYD'S REGISTER OF SHIPPING

Newport News, Va.,

April 23rd, 1925.

THIS IS TO CERTIFY that

C.J. HUDSON.

the undersigned Surveyor to this Society did at the request of James French, Esq., Chief Surveyor, Lloyd's Register of Shipping, New York, on behalf of a prospective purchaser attend on board the Steel Screw Steamer "MANOA" of London, 5070 tons gross on April 16th, 1925 and subsequent date, as she lay at anchor off Newport News, James River, Va., for the purpose of ascertaining as far as possible any repairs that may be necessary to maintain the class of the vessel in the Register Book.

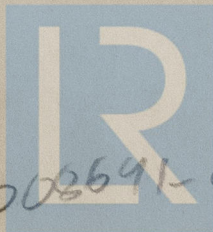
Forecastle deck: This deck requires to be part renewed and the remainder of forecastle deck should be caulked and payed.

Forward well deck: Five bulwark stanchions on port side and three bulwark stanchions on starboard side require to be faired and re-fitted.

Water tight doors at forward and after ends of bridge space on port and starboard sides require to be thoroughly overhauled and re-fitted with new packing.

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.



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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 skylights 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

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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 sealed and recoated and is now in good condition. Fore peak tank not opened up.

Machinery space and under main boilers appear to be in good order.

Upper edge of fore-castle 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 sealed and recoated, but this should be completed.

The boilers and mountings of same are in a rusted condition and it is recommended that the boiler shells be sealed, recoated and recovered.

All rust internally and in furnaces and combustion chambers be removed. All mountings be opened up, overhauled, repacked and re-jointed. The steam pipes be bared for examination if of steel or iron and if of copper to be removed, annealed and tested.

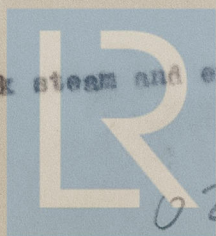
No portion of the main engines or auxiliaries now opened out for examination. All shafting, rods, pumps and pump rods etc., are in an "oiled" condition.

Windlass and steering gear engine and connections appear to be in good working order. It is recommended however, that these be opened up, overhauled and made workable before the vessel is moved from her present position.

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.

It is also recommended that all deck steam and exhaust pipes and



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valves particularly those to the steering gear and windlass to be overhauled, repacked and tested, also all electric circuits and connections to the navigation lights be tested out and placed in proper working order.

As far as can be seen at the present time, I am of the opinion that there are no repairs of a major character-the biggest items are the exposed wooden decks, painting and scaling of exposed upper works and the scaling and painting of bridge space, upper and lower side bunkers and the upper and lower tween decks and lower holds.

Fee & expenses \$104.00

(signed) C.J. HUDSON.
Surveyor.



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As this vessel is a classed ship, the
report of survey should also be written on
Rpt 8 for presentation to the Classing
Committee. This is probably an
oversight in New York it is
thought Mr French might
be advised

BH

26.5.28



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