

Less Engine Room
Less Navigation Space

10m.11.20

28 JUN 1921

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Steel S.S. "MANOA". Rpt. Cff. No. 42713

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/192.)

Remarks of Surveyor

This vessel which was built in 1912 and originally classed with the Germanischer Lloyd, was examined at New York and Quebec with a view to being classed in the Society's Register Book.

The Surveyors stated that the vessel had been subjected to the requirements of Section 48 of the rules, which in a vessel of this age requires that a survey equal to a No. 2 survey be carried out.

The case received the consideration of the Committee on the 24th. December last, no action being taken pending the receipt of further information.

The scantlings and arrangements were examined in this Office and it was considered that on account of various deficiencies in the structure a restricted class might be assigned.

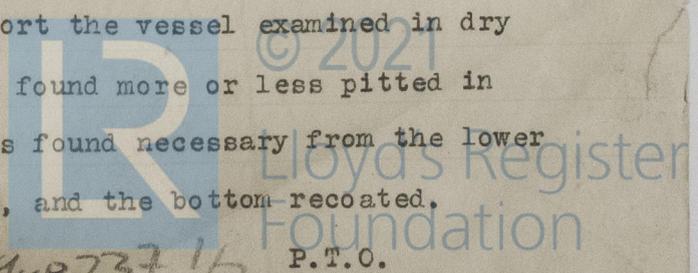
The vessel was subsequently stated to be under survey at Cardiff and the Surveyors were informed that the class 100 A.1. "With freeboard" could be recommended for approval provided the through beams of the second deck be additionally supported.

It was also pointed out to the Surveyors that ceiling required to be fitted in way of the hatchways unless the plating at that part was found to have been locally increased equivalent to the requirements of the Rules.

The Cardiff Surveyors now report the vessel examined in dry dock and the bottom plating, which was found more or less pitted in places, repaired by electric welding as found necessary from the lower turn of bilge to about the light line, and the bottom recoated.

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P.T.O.



2.

The 2nd. deck beams have been additionally supported as approved, the anchors and chain cables examined and tested, 6 lifeboats supplied and a crew's gangway fitted.

Owing to cargo and ballast in the holds the tank top in way of the hatchways could not be examined.

In reply to enquiry the Surveyors state that the pitting of the outside plating extended over 4 strakes, from below the turn of the bilge to about the light waterline, right fore and aft but chiefly amidships and aft, the starboard side being more seriously affected than the port side. Sixty-three plates were sufficiently affected to require repair and about 1000 ^{bit holes} ~~rivets~~ were repaired by the electric welding process.

It is submitted the vessel appears worthy to be classed 100 A.1. "With freeboard", with record of survey 5.21 Cff. and notation of S.S.N.Yk.No.2-20, subject to the tank top plating being examined and ceiling fitted in way of the hatchways if found necessary, and to the shell plating repaired by electric welding being specially examined at the next dry docking.

Insert 100 A.1. "With freeboard")

5.21 Cff.)

S.S.N.Yk.No.2-20.)

2 Dks. (Stl.) "Well Dk."

Cell DB 301' 838t. EPT 29t. APT 18t.

FK. 6 BH. Cem. Lloyd's A. & C.P. P & B 274', F47'.

Date of Build 1912.

Subject etc.



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28. 6. 21.

Lloyd's Register
Foundation

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