

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

(Received at London Office)

Date of writing Report Aug. 26<sup>th</sup> 1920 When handed in at Local Office Aug. 26<sup>th</sup> 1920 Port of Quebec - Montreal  
No. in Survey held at Lauran, Lewis, P.Q. Date, First Survey Aug. 2. Last Survey Aug. 18<sup>th</sup> 1920  
No. of Book 6272 on the Machinery of the Wood, Iron or Steel S.S. Manoa. ex. Shoshone. Master (No. of visits seven.)  
Gross 4708 Vessel built at Vegesack. By whom Bremer, Kulean. When 1912 MONTH -  
Net 3880 Engines made at Vegesack. By whom Bremer, Kulean When 1912  
Registered Horse Power 400 Boilers, when made (Main) 1912. (Donkey) -  
No. of Main Boilers ✓ Owners Interlake S. S. Co. Port Duluth Voyage Havre.  
No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock New York, Laugan Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)  
Steam Pressure ✓ in Main Boilers ✓ in Donkey Boilers ✓

Last Report No. Port  
Particulars of Examination and Repairs (if any) Tail shaft.

Medical 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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 not? Chas. L. Smith Was a damage report made by anyone else? If so, by whom? No.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey " " "

Not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Shaft now been drawn and examined? Yes. Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? No. Liners

Now been changed? Yes. If so, state reasons Heavily fitted & worn, 3 fatigue cracks showing

Shaft now fitted new? No. Spar tail. Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? No. Liners

Shaft previously used has now been fitted. White metal bushing of stem tube renewed.

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? Complete.

Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Renewed all new coupling bolts fitted to tail shaft.

Propeller, tail shaft & outside fastenings now in good condition

The owners allege that the condition of the tail shaft which has been removed is due to the propeller striking a barge at Demerara on March 24<sup>th</sup> 1920, causing the oil to leak out of the Cedervall gland & thereby causing hard wear on the bushing of the stem tube & fitting wear of the shaft.

General Observations, Opinion, and Recommendation:— This report is forwarded for the

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, or L.M.C. 9, 11, 150 lb., F.D., &c.)

Information of the Committee.

Survey Fee (per Section 25) £ 50<sup>00</sup>

Special Damage or Repair Fee (if any) (per Section 25.)

Travelling Expenses (if chargeable)

Fees applied for to Salvage Association

Aug. 9 1920

Received by me,

19

W. R. R. Aspinall

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 24 DEC. 1920

Signed No action

FRI JUL 11 1921

TUE JAN 24 1922

FRI. 22 SEP. 1922

FRI. SEP. 29 1922

FRI DEC 8 1922

Insert Character of Ship and Machinery precisely as in the Register Book.

If so, to be sent to

2920-699800-169800  
008691-008699-0262