

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

(Received at London Office) TUE. NOV. 9 1920

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 6272 Survey held at Lagan, Lewis, P. Q. Date, First Survey Aug. 2. Last Survey Aug. 18<sup>th</sup> 1920  
on the Machinery of the Wood, Iron or Steel S.S. Manoa. ex. Shoshone. Master (No. of visits seven.)

Tonnage { Gross 4709  
Net 3880 Vessel built at Vegesack. By whom Bremer, Kulean. When 1912 -  
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 Dock, Lagan Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)  
Steam Pressure in Main Boilers ✓  
No. 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.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned and when expired.	Machinery and Boiler Surveys (including date of N.A., if any).
?		
Class contemplated		

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 refused? Copy furnished 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?

Screw 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 Cedervall fland.

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? Complete.

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

information of the Committee.

Survey Fee (per Section 25) \$ \_\_\_\_\_  
Special Damage or Repair Fee (if any) (per Section 25.) \$ 50<sup>00</sup>  
Travelling Expenses (if chargeable) \$ \_\_\_\_\_

Fees applied for to Salvage Association Aug. 9 1920. 71. 2/6.  
Received by me, \_\_\_\_\_  
19 \_\_\_\_\_

W. R. M. Aspinall  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 24 DEC 1920 FRI JUL 11 1921

signed No action TUE JAN 24 1922 FRI SEP 29 1922 FRI DEC 8 1922

FRI 22 SEP 1922

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

2920-169800-169800  
008691-008692-0262

