

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

(Received at London Office 22 FEB 1940)

Date of writing Report 22: 2: 1940 When handed in at Local Office 22: 2: 1940 Port of LONDON.

Survey held at LONDON. Date, First Survey 16: 1: 40 Last Survey 13: 2: 1940 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or Steel~~ s.s. MANIPUR.

Gross 8652 Vessel built at Port Glasgow By whom L. McQuinn When 1920. 9
Net 5196. Engines made at Glasgow. By whom D. Rowan & Co. Ltd. When 1920.

Boilers, when made (Main) 1920. (Donkey) -
Owners The J. & J. Brocklebank Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Port LIVERPOOL Voyage

Surveyed Afloat in Dry Dock Survey Dock - R.A., D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

st Report No. Port

Particulars of Examination and Repairs (if any) Docking Comp. B.S.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 declined.

Is a damage report made by anyone else? If so, by whom? No.

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

Is was not done, state for what reasons? S.E. Bld. ahead ed. NEW YORK Rpt. 39743.

What parts of the Boilers could not be thus thoroughly examined? -

What 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? P. & S. D.E. 16/1/40.

Latest date of internal examination of each boiler D.E. Yes. Present condition of funnel(s) -

Did the Surveyor examine the Safety Valves of the Main Boiler? D.E. Yes. To what pressure were they afterwards adjusted under steam? 200 lbs / p.

Did the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? D.E. Yes. and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? D.E. Yes. and of the Donkey Boilers? -

Has screw shaft now been drawn and examined? No. Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? If so, state reasons. Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? 5/32"

Has the shaft now fitted been previously used? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

Has date of examination of Screw Shaft? Is electric light and/or power fitted -

Engine parts, when referred to by numbers, should be counted from forward. -

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

Is the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Vessel placed in Dry Dock. Propeller & outside fastenings of sea Connection examined & found in order.

Both D.E. Boiler examined internally & externally with mountings & don't fastenings & found & placed in good condition.

Safety Valves of all Boilers adjusted under steam as above.

governor Valve a Star D.E. Boiler - tested & fitted (seat under cut).

General Observations, Opinion, and Recommendation: -

(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. D.11, B.S.M.S. D.11, & L.M.C. D.11, or L.M.C. 140 lb., F.D., &c.)

Machinery of the Vessel, as far as was seen is, in our opinion, eligible to remain classed & to have the record of B.S. 12-39 as previously recommended N.Y.K. 39743

Fee (per Section 29) Port B.S. £ 5: - - Fees applied for 22 FEB 1940

Special Damage or Repair Fee (if any) £ - - Received by me, J. Philman

Printing expenses (if chargeable) £ - - 19

Committee's Minute

Signed P.S. 12.39

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation