Rpt. 9.

No. 15432

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

(Received at London Office 18 JUN 1935)

Date of writing Report 12. 6. 1935 When handed in at Local Office 12. 6. 1935 Port of MIDDLESBROUGH.

No. in Reg. Book. 80598 Survey held at SOUTH BANK. Date, First Survey 7. 5. 35. Last Survey 8. 6. 1935. (No. of Visits 2.)

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

Tonnage { Gross 9279. Net 5596.

Nominal Horse Power { 1147.

No. of Main Boilers 2 DB 2 SE

No. of Donkey Boilers ✓

Steam Pressure in Main Boilers 200 lbs

in Donkey Boilers ✓

Vessel built at Port Glasgow. By whom Lithgows Ld. When 1920. 9.

Engines made at Glasgow. By whom D. Rowan & Co Ld. When 1920. 7.28

Boilers, when made (Main) 1920. (Donkey) ✓

Owners Thos. & Jno. Brocklebank Ld Owners' Address – (if not already recorded in Appendix to Register Book.)

Managers – Port Liverpool Voyage Calcutta

~~Is~~ Surveyed ~~Afloat or~~ in Dry Dock Smiths Dry Dock (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) T.S. & alterations

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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 ✓

as a damage report made by anyone else? If so, by whom? ✓

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

" " Donkey " " " ✓

his was not done, state for what reasons? ✓

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? ✓

latest date of internal examination of each boiler ✓

the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

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

the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

he 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? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

shaft now been changed? No If so, state reasons ✓

the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

date of examination of Screw Shaft 7. 5. 35. State the distance between lignum vitæ ~~or bearing metal~~ of stern bush and top of after bearing of screw shaft 1/16".

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

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

NOW DONE. The tail shaft examined and found sound. The stern bush and the sea connections and their fastenings examined and found in good order. The stern tube nut found corroded has been renewed. A new solid bronze propeller fitted. Dimensions: 18'-9" diam, 18'-3" Pitch; 116 sq ft Developed Area.

In consequence of shortening of vessel the suctions to former forward deep tank have been blanked off and the electric light leads from junction box on engine casing to distribution box in bridge space have been renewed.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.1. 12 34		+L.M.C. 12.32
S.S. Gl. No 3 - 2 33		B.S. 11 34
		+N.E. 4.28
		T.S. Cl. 12 34
		FITTED FOR OIL FUEL 9.20
		F.P. ABOVE 100° F.

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

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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, 140 lb., F.D., &c.)

is in good working condition and eligible, in my opinion, to remain as classed and to have notation T.S. Cl. 5.35.

Is a Certificate required? If so, to be sent to

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : ✓ :

Travelling expenses (if chargeable) £ : ✓ : Received by me, 19 FRI. 19 JUL 1935

Committee's Minute FRI. 5 JUL 1935

Signed As now

P. J. McCann

Engineer Surveyor to Lloyd's ~~Register of Shipping~~.

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