

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

(Received at London Office 16 JUL 1928)

Date of writing Report 26.6.28 When handed in at Local Office 26.6.28 Port of New Orleans, La.

No. in Reg. Book 29389 Survey held at New Orleans, La. Date, First Survey 18.6 Last Survey 26.6.1928 (No. of Visits 2)

on the Machinery of the ~~STEEL~~ Steel Screw s/s "MANX ISLES"

Tonnage { Gross 2642 Net 1688 Vessel built at Port Glasgow. By whom W. Hamilton & Co. When 1905 -/o

Nominal Horse Power 280 Engines made at Glasgow. By whom D. Rowan & Co. When 1905

No. of Main Boilers 2 Boilers, when made (Main) 1905 (Donkey) Aux) 1905

No. of Donkey Boilers 1 Owners United Molasses Co. Ltd. Owners' Address Port Liverpool. Voyage

Steam Pressure in Main Boilers 180 lbs Managers JOHNSONS. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Aux in Donkey Boilers 180 lbs Last Report No.  Port

Particulars of Examination and Repairs (if any) Wge.

(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.)

In 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? REPORT ATTACHED.

Was a damage report made by anyone else? If so, by whom? UNDERWRITERS.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Do. " Donkey " " " UNDER STEAM.

If this was not done, state for what reasons? One boiler will be presented for survey on arrival U.K.

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

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

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? , and of the Donkey Boiler?

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

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

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 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?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 4"

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

Damage stated to have been sustained by vessel growing during passage U.S. 1928.

Vessel placed on dry dock & examined the propeller, fastenings of the stern bush and of the sea connections & found in good order.

To full particulars of damage see report attached.

Repairs now done - Main boilers opened up, scabed and cleaned closed up and filled with fresh water. Ballast pumps and trim filled. I.P. valve spindle removed. Double bottom tank section pipes repaired temporarily.

Interim Certificate issued copy attached to Hull report.

General Observations, Opinion, and Recommendation: The machinery of this vessel, as far as seen, is now in safe working condition, slight in my opinion to remain as close subject to repairs being effected on the vessel's arrival in the U.K. at termination of present voyage.

(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, S.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.B., &c.)

Survey Fee (per Section 25)..... £

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

Travelling Expenses (if chargeable)..... £

Fees applied for..... 19

Received by me,..... 19

Committee's Minute. NEW YORK JUL 3 1928

Assigned Deferred

Tue 23 OCT 1928

Tue 30 APR 1929

Tue 7 MAY 1929

W 574-015 Register Foundation

MADE IN ENGLAND

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

Engineer Surveyor to Lloyd's Register of Shipping.

100A 9, 27, - Transferee (Link)

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

B.S. due 4 28 already pt. held. To complete  
on arrival UK.

Grounding damage. Boilers cleaned. Some  
repairs effected

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that this  
vessel WILL BE eligible for  
the record B.S. 3. 28 when the  
survey of the Am. Boilers has  
been held.

It is submitted that  
this vessel is eligible to  
remain as CLASSED subj.  
to further survey & repair  
being effected on  
arrival in UK. (See  
attached damage  
Rpt. for details)

25  
25/7/28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

