

## Report of Survey for Repairs, &amp;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 22389 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 ~~STEAMER~~ Steel Screw s/s "MANX ISLES"  
 Tonnage Gross 2642 Vessel built at Port Glasgow. By whom W. Hamilton & Co. When 1905 -/o  
 Net 1688 Engines made at Glasgow. By whom D. Rowan & Co. When 1905  
 Nominal Horse Power 280 Boilers, when made (Main) 1905 (Donkey) Aux) 1905  
 No. of Main Boilers 2 Owners United Molasses Co. Ltd. Owners' Address Port Liverpool. Voyage  
 Aux No. of Donkey Boilers 1 Managers JOHNSONS. (If not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 180 lbs Surveyed Afloat in Dry Dock JOHNSONS. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers 180 lbs (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) See

(Periodical Surveys, when held, must be reported in detail and verbatim 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

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now fitted been previously used? Has it a continuous liner?

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 ground in some H<sup>2</sup> 1928.

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

In full particulars of damage see report attached.

Repairs now done - Main boilers opened up, scaled and cleaned closed up and filled with fresh water. Ballast pumps and trim fitted. I.P. valve specially 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 closed 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, B. & M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

Survey Fee (per Section 25) £ Fees applied for 19  
 Special Damage or Repair Fee (if any) (per Section 25.) £ Received by me, 19  
 Travelling Expenses (if chargeable) £

Committee's Minute. NEW YORK JUL 3 1928

Assigned Deferred

TUE 22 OCT 1929

MADE IN ENGLAND

TUE 30 APR 1929

TUE 7 MAY 1929

W574-ORIS  
 Foundation

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

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




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

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 Ams. Boilers has  
been held.

It is submitted that  
this vessel is eligible to  
remain as **CLASSED** suby.  
to further exam<sup>n</sup> & repair  
being effected as  
approved in U.K. (See  
attached damage  
Rpt. for details)

  
25/7/28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.