

No. 10562

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

(Received at London Office)

TUE. 19 FEB. 1918

14/21 18 Port of **GRIMSBY.**

Survey held at **Grimsby** Date, First Survey **23/10** Last Survey **1/12** 19**17**
(No. of Visits **16**)

on the Machinery of the **Wood, Iron or Steel** **Sc. Sr. "Manoe Isles"** Master **W. Hamilton & Co.**
Gross **2642** Vessel built at **Pt. Glasgow** By whom **W. Hamilton & Co.** When **1905 10**
Net **1688** Engines made at **Glasgow** By whom **D. Rowan & Co.** When **1905**
Registered **249** Boilers, when made (Main) **1905** (Donkey) **1915**
of Main Boilers **24** Owners **Manoe Isles S.S. Co. Ltd. (London, Port)** Voyage **Liverpool.**
Donkey Boilers **180** If Surveyed Afloat or in Dry Dock **Connell's (Afloat)**
Donkey Boilers **180** (State name of Dock.)

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

CHARACTER.	Year Assigned	Machinery and Boiler
For Special Survey.	Now	Surveys
Date of last Survey and of Periodical Surveys.	Expired	(including date of R.E., if any).
+100A1	12.16	H.M.C. 12.16
12.16		T.S. 12.16
Carrying Molasses in bulk		
S.S. Reg. No. 11,13		

Particulars of Examination and Repairs (if any) **Aux. Bl.**

Medical Surveys, when held, must be reported in detail and serially 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 date 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? **Yes**

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

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

Donkey " **Partial exam. for condition only.**

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?

Surveyor examine the Safety Valves of the Main Boilers? **yes** To what pressure were they afterwards adjusted under steam? **183 lb**

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **yes** , and of the Donkey Boiler?

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

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

new shaft now been drawn and examined? **no** Is it fitted with continuous liner? or two liners? or is it without liners?

shaft now been changed? If so, state reasons

shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

the distance between lignum vitae of stern bush and top of after bearing of screw shaft? **3/16**

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

The propeller stem bush, and its connection fastenings found satisfactory. A new auxiliary boiler placed on board with new safety valves and mountings, and securely fixed in position previously occupied by the old donkey boiler which has been removed from the vessel.

Tested two new lengths of main steam pipe - solid drawn copper 6 1/2 in. - and two old lengths between port main boiler and new auxiliary boiler by hydraulic pressure to 300 lb. per sq. inch, also new main stop valve, intermediate stop valve and two new pieces.

The slide valve rod skinned up and retubed; L.P. & P. upper top end brasses renewed; the back pump link brasses renewed. The ahead guide rods re-metalled. Steering engine overhauled, piston rods with new ends forged on, slide valve rods, and new packing rings to control valve. With respect to the

General Observations, Opinion, and Recommendation:— This vessel's machinery is eligible in my opinion to remain as classed with record of 188

12-17. Rotation to be amended 253 & 1 aux 53, 6cf. 2pf, GS 140; HS 4925

Fee (per Section 28) **£ 1 10 -** Fees applied for **16/2 19 18** **CM.**

Damage or Repair Fee (if any) **£ 2 2 -** Received by me **2-3-19 18** **6-3-18**

Printing Expenses (if chargeable) **£ :**

Committee's Minute **TUE. 5-MAR. 1918** **FRI. 8-AUG. 1919**

signed **As above** **TUE. JUL. 27 1920**

As above **12.17** **TUE. FEB. 4-1918**

Engineer Surveyor to Lloyd's Register of Shipping.

W574-0161

Lloyd's Register

Foundation

screw shaft limit the dry dock was awaiting another vessel requiring quick despatch and the Superintendent was unable to draw the shaft. He states he has been in communication with the Liverpool Surveyors with a view to extending the limit. The shaft was examined so far as practicable at its inner and outer ends and found so far as could be ascertained satisfactory. Auxiliary boiler examined partly and no C.M. deterioration found.

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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Boat due 12.14. held

2 CB & 1 Airc CB 12.17
 6.00 2.00 9.00 4.00 HS 4925-
 N40 280

As above indicated



© 2021

Lloyd's Register Foundation

pt. 5a.

No. of writing
 No. of
 Reg. Book.
 on

aster

gines made

ilers made

gistered Ho

MULTITU

etter for re

ollers

o. of Certif

fety valves

re they fitte

allest dist

No. A

It is s

essary

ed vess

Entered

orking pre

parately

es

stiffened w

orking pre

Dates
 Survey
 while
 building

ENERA

ecial

nd. S

been

Survey

Travellin

ommitt

assigned