

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

Date of writing Report 3rd June 1930 When handed in at Local Office 3rd June 1930 Port of Trieste
 No. in Survey held at Venice Date, First Survey May 9 Last Survey May 30 1930
 on the Machinery of the Wood, Iron or Steel S.S. "MANIN" (No. of Visits two)
 Gross 5374 Vessel built at Venice By whom Cant. Nav. Venezia When 1921-6
 Net 3109 Engines made at Spezia By whom Gio. Ansaldo & Co. When 1921
 Nominal Horse Power 522 Boilers, when made (Main) 1921 (Auxiliary) 1921
 No. of Main Boilers 258 Owners Soc. Veneziana di Nav. a Vap. Owners' Address
 No. of Auxiliary Boilers 158 Managers (if not already recorded in Appendix to Register Book.)
 Steam Pressure 180 lbs. If Surveyed Afloat or in Dry Dock Afloat Port Venice Voyage
 No. of Auxiliary Boilers 180 lbs. (State name of Dock.)

Last Report No. 8595 Port Trieste
 Particulars of Examination and Repairs (if any) Part B.S.

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.

If 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? ☒

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

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

Do. " AUX. " " " Yes

Was this not done, state for what reasons? ☒

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? Yes

To what pressure were they afterwards adjusted under steam? ☒

Did the Surveyor examine the Safety Valves of AUX. Boiler? Yes

To what pressure were they afterwards adjusted under steam? ☒

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

, and of the AUX. Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? ☒

, and of the AUX. Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the AUX. Boiler? Yes

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 ☒

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To Complete the Survey the safety valves of all boilers require to be adjusted under steam. The Vessel is at present laid up at Venice, and it is stated that the Survey will be completed at the first convenient opportunity.

How done:- The two main, and Auxiliary boilers examined internally and externally together with their safety valves, doors and mountings. The Auxiliary boiler shell plate at bottom was found somewhat pitted but considered efficient.

Repairs for Wear & Tear:- The front end plate of the auxiliary boiler in way of the two side doors built up by E.A.P.

General Observations, Opinion, and Recommendation:- The Boilers of this Vessel are now in a good & efficient condition and eligible in my opinion to remain as classed with fresh record of B.S. 5.30 when the Survey has been completed as above.

For Fees see slip
 Special Damage or Repair Fee (if any) see slip
 Travelling expenses (if chargeable) see slip

Committee's Minute TUE. 17 JUN 1930
 Assigned As novel subject

Fees applied for 19
 Received by me, 19

FRI 6 FEB 1930

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

B.S. due 8.30 how partly
held laid up. Logs
completed at first opportunity

It is submitted that this
vessel WILL BE eligible for
the record. B.S. 5.30 on
completion

It is submitted that
this vessel is eligible to
remain as CLASSED.

Subject to Steam trials
thrust being end
before end of
9.31

Hm
13.6.30

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.

FRI. 1 APR 1932

Deferred

WJ

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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