

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

12 MAR 1956

Date of writing Report 5th March 1956 When handed in at Local Office 19 Port of St. John's, Newfoundland.

No. in Reg. Book. Survey held at Portugal Cove & St. John's, NFL. Date. First Survey 19/1/56 Last Survey 27/2/56 (No. of Visits 2)

18674 on the Machinery of the ~~Wood, Iron or Steel~~ Motor Ferry "MANECO"

Tonnage { Gross 248 Vessel built at Mahone Bay, N.S. By whom J. Ernst & Son Ltd. When 1931-6
 Net 142 Engines made at Beloit, Wis. By whom Fairbanks, Morse & Co. When 1931
 Nominal Horse Power { 172 Boilers, when made (Main) (Donkey) -
 Owners Bell Island S.S.Co.Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers - Managers - Port St. John's, NFL. Voyage
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat
 Steam Pressure in Main Boilers (State name of Dock.)
 in Donkey Boilers -

Last Report No. 4026 Port

Particulars of Examination and Repairs (if any) Machinery Survey

(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 detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case Ref. Montreal letter 4/10/54

age 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

Damage report made by anyone else? If so, by whom?

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

Donkey

state for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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

Present condition of funnel(s)

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

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

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

shaft now been changed? If so, state reasons? Has the shaft now fitted been previously used? Has it a continuous liner?

approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

bush Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done The following is for the information the Committee.

No. 1 Crankpin further examined by 10.55. Reference Report No. 3977.

tend for the purpose of carrying out Machinery Survey pending drydocking and screwshaft surveys.

was found after opening up the Main Engine for survey, and when examining the Main engine crankshaft in way of No. 1 crank that a further horizontal fracture had developed along No. 1 crank journal. The fracture which was on the opposite side to the ones previously reported the crank pin and ran for about 1½ inches from the oil opening in the journal, then stopped until it reached the radius of the web when it ran up the web for about 1 inch.

The fracture is different in appearance to those on the pin in that it is ragged and slightly uneven with high points on the journal.

The Owners have been advised regarding the condition of the shaft but have not yet decided what action they will take, whether to renew the present shaft, install a new engine or dispose

General Observations, Opinion, and Recommendation:—

P.T.O.

(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, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

his vessel is eligible in my opinion to remain as Classed, subject to the Main Engine not being operated until the Crankshaft has been renewed, also to other outstanding conditions of vessel's as recommended.

Pending assessment.

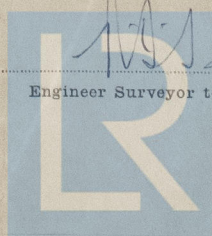
Survey Fee (per Section 29) £ : : Fees applied for 19
 Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19
 Travelling expenses (if chargeable) £ : : 19

Committee's Minute

Assigned

TUESDAY 27 MAR 1956

Deferred for 100 repairs
 Class Sush ended
 pending repairs



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Engineer Surveyor to Lloyd's Register of Shipping.

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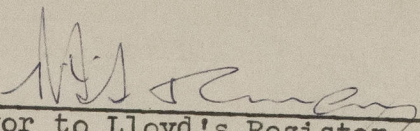
Insert Character of Ship and Machinery precisely as in the Register Book.

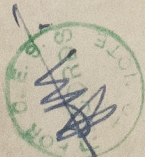
Is a Certificate required? If so, to be sent to

Ferry "MANECO"
REPORT NO. 4064.

St. John's, Newfoundland.
7th March, 1956.

of the vessel as she is. The vessel is at present laid up awaiting word from the Owners.


Surveyor to Lloyd's Register.



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