

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

(Received at London Office)

29 SEP-1934

Writing Report Sept 28. 1934 When handed in at Local Office Sept 28 1934 Port of Falmouth  
 Survey held at Falmouth Date, First Survey Sept 18 Last Survey Sept 25 1934  
 on the Machinery of the Wood, Iron or Steel SS SAN MANUEL  
 Gross 5923 Vessel built at Newcastle By whom Palmer's Co Ltd When 1922-12  
 Net 2616 Engines made at " By whom " When 1922  
 Main Boilers 3 Boilers, when made (Main) 1922 (Donkey) "  
 Owners Eagle Oil & Shipping Co Ltd Owners' Address "  
 Managers " (if not already recorded in Appendix to Register Book.)  
 Port London Voyage "  
 If Surveyed Afloat or in Dry Dock Fal No 4 DDR  
 (State name of Dock.)

Report No. " Port "Particulars of Examination and Repairs (if any) Dry TBSS

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and 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.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined.

Has 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

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

Were any parts of the Boilers not examined? "

Were any parts of the Boilers could not be thus thoroughly examined? "

Were any 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? "

What was the last date of internal examination of each boiler? Sept 19th 1934

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 185 lbs

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? yes

and of the Donkey Boilers? "

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? yes

and of the Donkey Boiler? "

Has the 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 the 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. 1/16

When engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? "

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

Level in drydock. Propeller & sea fastenings examined.

Main boilers examined internally & externally with all mountings & the safety valves adjusted under steam.

Plain tube renewed & a number expanded. Mountings overhauled, new stop valve seat fitted. number of uptake air tubes renewed.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

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

is eligible in my opinion to remain as classed & to have the Record. 13 B 9.34

Fee (per Section 29) £ 4 : 0 : 0

Fees applied for

Sept 28 1934

Damage or Repair Fee (if any) £ "

Received by me

ng expenses (if chargeable) £ "

7.12 1934

Committee's Minute TUE. 9 OCT 1934

TUE. 5 NOV 1935

igned

Engineer Surveyor to Lloyd's Register of Shipping.

R. C. Moffatt

13 B 9.34

W 491-0047

Lloyd's Register

Foundation

W 491-0047

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

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



It is submitted that  
this vessel is eligible for  
**THE RECORD.**

Pl 9.34

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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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.