

W578-0048

WEEK BOOK

No. 76 Bottom No. 8815

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

(Received at London Office 10 JUN 1930)

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
No. of Visits two
on the Machinery of the ~~Wood, Iron or Steel~~ SS. "MANIN"

Gross Tonnage 5374 Vessel built at Venice By whom Cant. Nav. Venezia When 1921-6
Net Tonnage 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 288 Owners Soc. Veneziana di Nav. a Vap. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Auxiliary Boilers 158 Managers Venice Voyage
Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Afloat.
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.

Where 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, " " Auxiliary " " " " Yes

Where this was not done, state for what reasons? Yes

What parts of the Boilers could not be thus thoroughly examined? Yes

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? Yes

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

Did the Surveyor examine the Safety Valves of Auxiliary Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Auxiliary Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Auxiliary Boiler? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? Yes If so, state reasons Yes

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Yes

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.

(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.)

For Fees see slip

Lire 372-

Lire 895-

TUE. 17 JUN 1930

As noted subject

Deferred

FRK 6 FEB 1930

TUE. 25 AUG 1930

Alfred Be...

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 A.1.		L.M.C.
9,29.		8,29.
S.S. Ven No 2-29		T.S.-C.L. 9,29.

DUAL CLASS
 L.R. & R.I.

LIMITATION LIST

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 8.30 how partly
held laid up. Jobs
completed at first opportunity

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
[Signature]

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
which being end
before end of
9.31

Hm
13.6.30

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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