

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

Vo. 51470 Date of Writing Report Jan. 14th 1891 Port of London (Received at London Office, THURS 15 JAN 1891)
 No. in 155 Survey held at London Date, first Survey Dec. 13th Last Survey Jan. 5th 1891
 on the Machinery of the s/s "Manitoba" Master AW. Brockland No. of Visits 6
 Gross 2127 Net 1386 Vessel built at W. Hartlepool By whom E. Withy & Co When 1887 MONTH 3
 Registered 200 Engines made at Stockton When 1887 Boilers, when made (Main) 1887 (Donkey) 1887
 of Main Boilers 1 Owners Backnall & nephews Port London Voyage Madras
 Steam Pressure in Main Boilers 160 If Surveyed Afloat in Dry Dock Repairs Class of Vessel & Machinery + 100 A-1. 2-90
 in Donkey Boilers 80 (State name of Dock.) Repairs (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) June 4-91

Test Survey No. Port Particulars of Examination and Repairs (if any) Part S.S. No 1 & damage.
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? Yes.

If this was not done, state for what reasons?

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?

Recommended a new low pressure crank shaft on account of flaw extending the whole length of the pin & turning round into after fillet circumferentially, recommended the tail shaft to be drawn & examined and crank shaft brasses to be re-lined with white metal, recommended condenser tubes to be drawn & cleaned & circulating pump examined

A new after crank shaft has been fitted & crank shaft lined up, the tail shaft has been drawn & examined, condenser tubes drawn & cleaned and circulating pump examined.

These repairs & recommendations were made consequent on vessel having remained aground for 7 days, the engines working ahead & astern at intervals -

Examined main boiler internally & externally and safety valves, all the plain tubes have been renewed in a satisfactory manner.

Examined the two supplementary boilers & safety valves, sundry caulking has been done - also examined crank, tunnel, tail shafting, high press: slide valve & cylinder face, sea cocks & valves ground in.

To complete survey: - The boilers to have safety valves set under steam and the cylinders, M.P. & L.P. slide valves, air, Feed & Bilge pumps & thrust shaft, block, & rings to be examined.

It is proposed to complete this survey at the end of the present contemplated voyage.

General Observations, Opinion, and Recommendation: -

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be)

So far as seen the machinery of this vessel is now in good condition and is eligible in my opinion to remain as classed and to have June 1-91 recorded in the Register Book subject to completion of survey -

Office or Registration Fee (per Sec. 27) £ 5.0.0 Fees applied for 16/11 1891
 Survey Fee (per Section 28) £ 3.3.9
 Special Damage Fee (per Section 28) £ 2.0.0
 Certificate (if required) as per margin £ 2.0.0
 Travelling Expenses (if chargeable) £ 2.0.0

Received by me, H.P. Cornish. Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned for completion



© 2019

Lloyd's Register Foundation

LON691-0451

It is submitted that this vessel is capable to
have d.r.p. 1-91 worked; and will be capable
to have + L.M.C. 1-91 when the cylinders,
M.P. & L.P. slide valves, air, feed, & life pumps,
and thrust shaft, block, and rams
have been examined; and the
safety valves of the Main
and donkey boilers
adjusted under
steam.

N.A.

17-1-91