

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

32100

(Received at London Office. MO. 13 JUL 1891)

No. 170 Date of Writing Report July 11<sup>th</sup> 1891 Port of London

No. in Reg. Book 170 Survey held at London Date, first Survey July 6<sup>th</sup> Last Survey July 7<sup>th</sup> 1891

on the Machinery of the P.O. Manitoba Master Bruckland No. of Visits 2

Tonnage Gross 2127 Net 1386 Vessel built at Hartlepool By whom E. W. & Co When 1887 3

Registered Horse Power 200 Engines made at Stockton When 1887 Boilers, when made (Main) 1887 (Donkey) 1887

No. of Main Boilers ✓ Owners Bruckland & Pophams Port London Voyage

Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Requies by OH Class of Vessel & Machinery

in Donkey Boiler ✓ (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +100 A1-1-91  
+LMC-4-87

Last Survey No.          Port         

## Particulars of Examination and Repairs (if any)

(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 Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

If this was 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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

*Examined sea connections & propeller fastenings & found them satisfactory*

*owner's supt states (see attached letter) that it is not convenient to finish the special survey on this 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. 189, B.&M.S. 189, or L.M.C. 189, as the case may be.)

*as far as seen this vessel's machinery is in good condition & she is eligible in my opinion to remain as classed*

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

\*State if Certificate is required

Committee's Minute Deferred

Assigned         

Maurice Nelson  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

FRI 17 JUL 1891 TUES 21 JUL 1891 FRI 7 AUG 1891

Lloyd's Register  
London 1693-0323

It is submitted that this vessel, will be  
eligible to have L.M.C.I. recorded, when  
the Cylinders, M.P. & L.P. slide valves, Air  
feed and life pumps and thrust  
shaft block and rings have been  
examined, and the safety valves  
of the Main and donkey  
boilers adjusted under  
steam.

W.A.  
16-7-91