

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

(Received at London Office.....) WED. 17 AUG 1892

No. 168 Date of Writing Report 16<sup>th</sup> Aug<sup>st</sup> 1892 Port of London

No. in Reg. Book 168 Survey held at London Date first Survey 16<sup>th</sup> Aug<sup>st</sup> 1892 Last Survey 13<sup>th</sup> Aug<sup>st</sup> 1892  
on the Machinery of the "Manitoba" Master R. Griffith No. of Visits 1

Tonnage { Gross 5591 Net 3604 Vessel built at Belfast By whom Harland & Wolff When 1892 4  
Registered Horse Power 600 Engines made at do When 1892 Boilers, when made (Main) 1892 (Donkey) None

No. of Main Boilers 4 Owners Atlantic Transport Co<sup>ys</sup> Port London Voyage New York  
Steam Pressure in Main Boilers 175 I<sup>st</sup> Surveyed Afloat or in Dry Dock dry dock Class of Vessel & Machinery -100 A1  
in Donkey Boiler None (State name of Dock.) Lilbury (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 4.92

Last Survey No. Port

## Particulars of Examination and Repairs (if any) Condition

(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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Not due

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? No

At what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted ✓

The vessel was placed in the dry dock  
Propellers, stern bushes & all sea connection fastenings found  
good

## General Observations, Opinion, and Recommendation:— As far as seen the

(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. 1,01, B.&M.S. 1,01 or L.M.C. 1,01, as the case may be.)

machinery of this vessel is in good working order and in  
my opinion eligible 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 FRI 19 AUG 1892

Assi ned As now

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

MA  
17 A 92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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