

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

Date of writing Report *31st March 1894* When handed in at Local Office *Port of London*
 No. in Reg. Book. *170* Survey held at *London* Date, First Survey *and* Last Survey *28th March 1894*
 on the Machinery of the *Wood, Iron or Steel* *Twin S. S. "Manitoba"* Master *R. Griffith*
 Tonnage { Gross *5672* Vessel built at *Belfast* By whom *Harland & Wolff* When *1892* Boilers, when made (Main) *1892* (Donkey) *None*
 { Net *3653* Engines made at *Do* Owners *Williams, Torrey & Field (Mys)* Port *London* Voyage *New York*
 Registered Horse Power *600*
 No. of Main Boilers *Four*
 Steam Pressure in Main Boilers *175*
 Donkey Boiler *None*
 If Surveyed *Afloat or* in Dry Dock *Royal Albert drydock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition

(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.)

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

No

Do.

"

Donkey "

"

"

No D.B.

If this was not done, state for what reasons?

Not due for survey.

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?

Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler?

No

To what pressure were they afterwards adjusted?

Not adjusted

If the Survey is not complete state what arrangements have been made for its completion?

Complete—

Sea-connection & propeller fastenings examined in dry dock and found in good condition

General Observations, Opinion, and Recommendation:— *Sofar as seen, this vessel's*

(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. 0,02, B.&M.S. 0,02 or L.M.C. 0,02, as the case may be.)

machinery is in safe working condition and eligible, in my opinion, to remain as classed without further record of survey.

Office or Registration Fee (per Sec. 27) £

:

:

Fees applied for

18

Survey Fee (per Section 28) £

:

:

Received by me,

Special Damage Fee (per Section 28) £

:

:

18

Travelling Expenses (if chargeable) £

:

:

*State if Certificate is required

Committee's Minute

FRI 6 APR 1894

Assigned

As now

R. Elliott.

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



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LON701-0409

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

*Certificate to be sent to

16-LRPH—Form No. 9—Transfer Ink—5,000,270/93.
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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

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 cause it to show through to the other side.

*N.A.
4-4-94*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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