

No. 57391

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

Date of writing Report 14th Feby. 96 When handed in at Local Office 15 Port of London
 Survey held at London Date, First Survey 11/2/96 Last Survey 12th Feby. 1896
 on the Machinery of the Wood, Iron or Steel Twin S.S. "Manitoba" Master R. Griffith
 Tonnage Gross 56 1/2 Net 36 53 Vessel built at Belfast By whom Harland & Wolff When 1892 Boilers, when made (Main) 1892 (Donkey) 1892
 Registered Horse Power 6 11 Engines made at Do. Owners Atlantic Transport (Ld.) Port London Voyage New York
 No. of Main Boilers Four No. of Donkey Boilers One If Surveyed Afloat in Dry Dock Royal Albert dry wet docks
 Steam Pressure in Main Boilers 175 in Donkey Boilers 60

Last Survey No. 57278 Port Lon.Particulars of Examination and Repairs (if any) Part S.S. No. 1

(Periodical Surveys, when held, must be reported in detail and serially 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

If this was not done, state for what reasons?

Previously Examined

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

Has the propeller shaft been drawn and examined at this time?

Yes

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

To be completed on return, five weeks hence.

Now done. All cylinders, pistons, slide valves, pumps, condensers & the Main, thrust & tunnel shafting examined. Vessel placed in dry dock all sea & bilge cocks & valves examined. The propeller shafts drawn in and examined & found to be more or less corroded at forward ends of after liners. It is recommended that the propeller shafts be again examined within three months.

To complete S.S. No. 1. — The safety valves of the Main & Donkey boilers to be adjusted under steam.

General Observations, Opinion, and Recommendation: — This vessel's machinery, so far

(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. 4, 04, B.&M.S. 4, 04 or L.M.C. 4, 04, 140 lb., F.D., &c.)

as seen, is in safe working condition and eligible, in my opinion, to remain as classed with record of survey L.M.C. 1.96 deferred until completion of above and subject to the propeller shafts being again examined within three months.

Office or Registration Fee (per Sec. 27) £ 5 : 10 : 0
 Survey Fee (per Section 28) £ 11 : -
 Special Damage Fee (per Section 28) £ 4 : 19 : -
 Travelling Expenses (if chargeable) £ - : - : -

Fees applied for

17/21/95

18

Received by me,

29/2/96

R. Elliott.

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

State if Certificate is required

Committee's Minute

Assigned

FRI, FEB 21 1896

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