

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

Date of writing Report 16th Oct. 96. When handed in at Local Office 18th Oct. 96. Port of London.

No. in Reg. Book. 186. Survey held at London. Date, First Survey and Last Survey 14th Oct. 1896.

on the Machinery of the Wood, Iron or Steel. Twin S.S. "Manitoba" Master R. Griffith.

Tonnage { Gross 3642 Net 3653 Vessel built at Belfast By whom Harland & Wolff When 1892 Boilers, when made (Main) 1892 (Donkey) 1892.

Registered Horse Power 611 Engines made at Do. Owners Atlantic Transport Co. Port London Voyage New York.

No. of Main Boilers 4 No. of Donkey Boilers 0 Steam Pressure in Main Boilers 145 If Surveyed in Dry Dock Royal Albert Dock.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port Damage to Hull.

Particulars of Examination and Repairs (if any)

(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?

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?

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

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

No
No & B.
Not due for survey.
No
Not adjusted
No & B.
No.

Complete.
Propeller and sea connection fastenings examined & found in order.

General Observations, Opinion, and Recommendation:— This vessel's machinery, so far as seen, is in safe working condition and eligible, in my opinion, to remain as classed without fresh record of survey.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 18

Survey Fee (per Section 28) £ : : Received by me, 18

Special Damage Fee (per Section 28) £ : : R. Elliott.

Travelling Expenses (if chargeable) £ : : Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute FRI 23 OCT 1896

Assigned As now

FRI JAN 8 1897

TUES 1 DEC 1896

FRI, MAR 12 1897

FRI, 5 FEB 1897

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

AS.
21.10.96

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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