

REPORT of SURVEY for REPAIRS, &c.

No. 49939 Date of Writing Report October 17<sup>th</sup> 1889 Port of London Received in London Office. SAT 19 OCT 1889

No. in Survey held at Tilbury Date, First Survey Oct. 1<sup>st</sup> Last Survey Oct. 7<sup>th</sup> 1889 Reg. Book.

755 on the Steel Screw Steamer: "MINNESOTA" Master E. J. Blacklin

TONNAGE:— Built at Belfast By whom Harland & Wolff When 1887- 11

NET 2009 Owners 'Minnesota' S.S. Co. (Lim.) William & Grouse Port belonging to London

GROSS 3079 Owners' Address (if not already recorded in Appendix to Register Book.)

UNDER DK. 2988 If Surveyed Afloat or in Dry Dock Afloat Name of Dock Tilbury Dock Destined Voyage Swamsea

ft. of Poop ft. of Forecastle ft. of Raised Or. Deck ft. of Moulded Depth ft. ins.

Classed 100A1

Survey, No. 49939 Port London L.M.C. 11-87 1-89

in Summer 6 ft. 3 1/2 ins. in Winter 6 ft. 7 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Sustained, at Stotted, through fire,

Sept. 20<sup>th</sup> to 26<sup>th</sup> 1889 whilst on a voyage from Baltimore to London

with a general cargo, and Grain in hold or in 2 Hold.

As consequence of the above, the following repairs

were executed:

The main B.H. dividing main hold a boiler room

was fitted with an additional stiffening bar about 30 ft long by

6" x 3" x 5/8, all bad pipes & connections on both sides of B.H. found

burnt & damaged were renewed; one hole cut through the upper

portion of the B.H. & in water was fitted with circular patch

riveted on; about 700 ft of ceiling in hold & port side bunks,

also 150 ft of lining & battens on fore side of the bulkhead were renewed;

the pipes & tank top were cleaned & re-coated; the B.H., ship's sides,

round &c. were charred & damaged by fire & water were scraped

and received 2 coats of paint and 3 new lengths of hole piping were

substituted in lieu of those destroyed at the time of the accident (See Report dated 17.10.89)

PRESENT CONDITION OF THE

Decks Plank (Bottom) Counter Good Ceiling Good Boats Good

Waterways Treenails or Rivets Good Rudder Good

Comings Breasthooks & Stems Good Windlass & Capstan Good

Up'r Dk. Beams & Fastenings Transoms, Pointers, & Crutches Good Pumps Good

Low'r Dk. Beams & Fastenings Timbers of Frame at the openings Cement (if Iron Ship) Not Seen

Plank sheers Ditto ditto at other places Caulking of Bottom, Dk, & Watrways Good

Sheerstrakes Keelsons Copper, or T.M. (State if used) Good

Topsides Clamps & Shelves Good

Wales Engine Room Skylights Coal Bunker, Openings, Lids, &c. Good Scuppers Good Cargo & Main Hatchways Good

Hatches Good

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now, as

far as can be seen, in good and efficient condition, and

all necessary repairs having been duly executed, I would

respectfully submit that she is eligible to remain as classed without

further, any fresh record of survey.

Entry Fee (if chargeable) per Scale I., Sec. 27... £

Office Fee (if chargeable) per Scale II., Sec. 27... £

Survey Fee (per Section 28) £

Special on Damage Fee (if any) (per Sec. 28) £

Certificate (if required) to be sent as per margin £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute

Character assigned Remain as classed

TUES 22 OCT 1889

Surveyor to Lloyd's Register of British & Foreign Shipping.

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LONGST-0261